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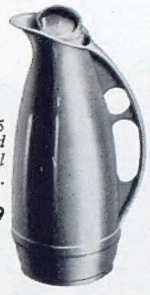

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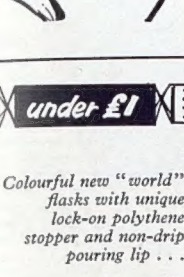

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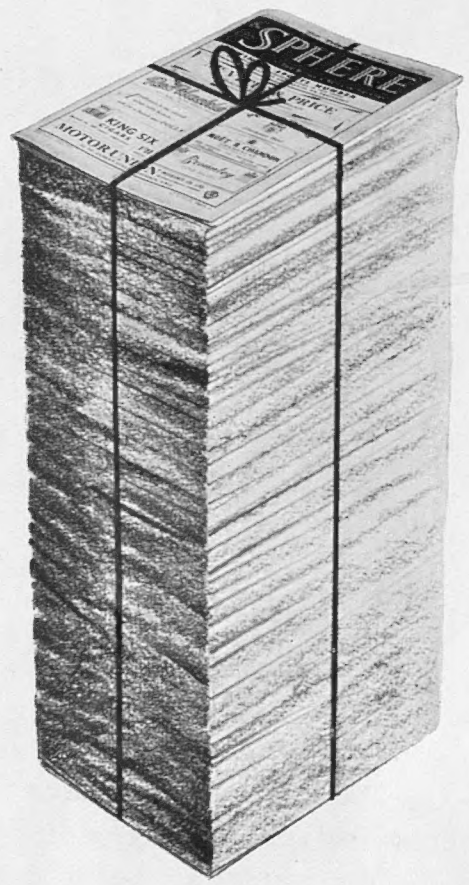

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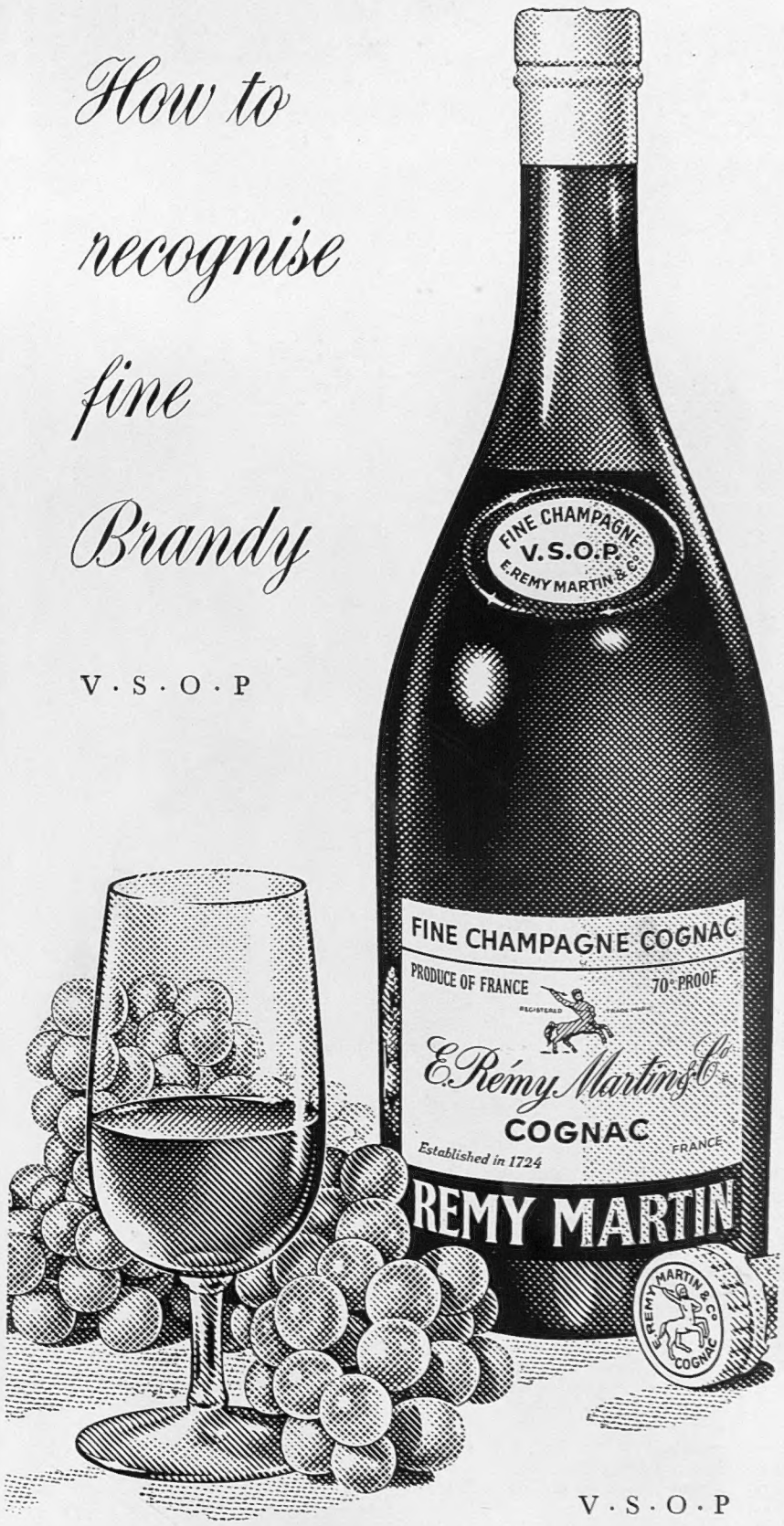

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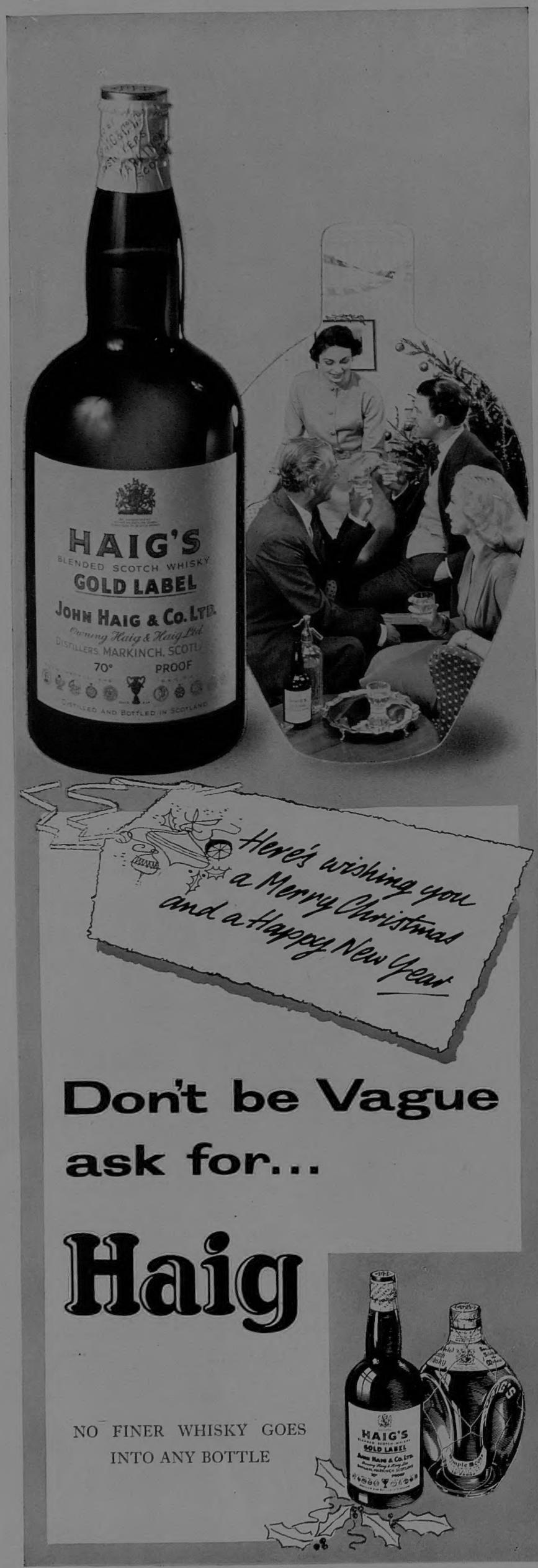

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Volume CCXXVII No. 2957

The SPHERE, London, December 1, 1956

The SPHERE

with which is incorporated THE GRAPHIC

DISCUSSING WAYS OF FORCING BRITAIN OUT OF THE CANAL ZONE?—COLONEL NASSER IN HIS OFFICE IN CAIRO DURING HIS TALKS WITH MR. HAMMARSKJOLD: As a result of these conversations, the Secretary-General of the United Nations issued two reports when he returned to New York. One dealt with the functioning of the U.N. force in Egypt. The other stated Mr. Hammarskjold had agreed in principle that U.N. should assist in the clearance of the Suez Canal, but that it was not proposed that such work should begin until the withdrawal of non-Egyptian forces from the Canal area. Soon afterwards Britain withdrew one battalion.

Colonel Nasser seemed well pleased with himself when he talked with Mr. Hammarskjold in Cairo. Judging from the reports made later by the Secretary-General of the United Nations, the Egyptian President had good reason for this. Not only was the Colonel's request granted for help in clearing the Suez Canal of the obstructions he had ordered to be sunk to block the waterway. It was also agreed that while preliminary surveys might proceed, the work should not begin until the British and French forces had been withdrawn. Mr. Selwyn Lloyd immediately sent a letter to Mr. Hammarskjold stating that Britain would withdraw one battalion at once, and this promise was implemented last week-end. Colonel Nasser and Mr. Hammarskjold also discussed the role of the U.N. force in Egypt. With Egyptian approval it is to "secure and supervise the cessation of hostilities" in the Middle East. By the beginning of this week Scandinavian U.N. troops were in Port Said, and from New York the United Nations had sent a third call to Britain, France and Israel to withdraw from Egypt. (Other pictures from the Middle East on pages 356-57 and 367 to 369.)

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

The SPHERE with which is incorporated THE GRAPHIC

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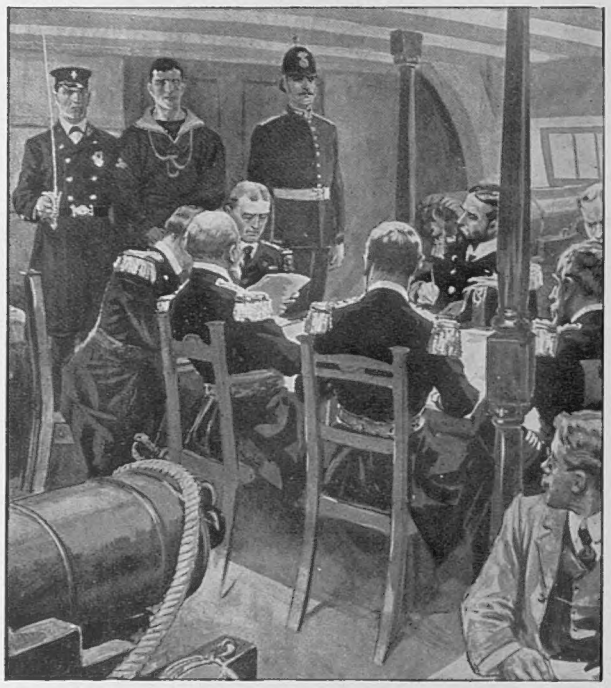
FROM "THE SPHERE" OF 50 YEARS AGO



COURT-MARTIAL ON BOARD THE "VICTORY" AT PORTSMOUTH: Edwin A. Moody pleads guilty and receives "the severe sentence" of five years' penal servitude after the "mutinous outbreak of stokers" at Portsmouth naval barracks in 1906. The trouble started when the stokers were ordered to parade. As the parade-ground was in puddles and heavy rain was falling, and the men were kept waiting for about ten minutes for the officer, they rushed to their quarters for shelter. On being re-formed in the gymnasium and asked to kneel they became troublesome. Further trouble arose when they tried to break out of barracks. There was a more serious outbreak on the next day, and the riots were not quelled until immense damage had been done. The sentences imposed upon the men were subsequently modified.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195-198, STRAND, W.C.2.

Disarmament—A Catch Somewhere?

—The world is draining its life-blood away in massing armaments which may never be used or, if used, must complete quickly the slower work of self-destruction. It seems a foolish thing to do. Russia has more than once put forward urgently (and with sweet reason) proposals for world disarmament and the terms, *on their face*, may strike you and me as plain common sense. The great Western powers also from time to time put forward proposals to the same end and we wonder why one proposal or another is not seriously pursued to the end that half the burden and anxiety which bedevils human life might be shed. The answer is that neither side trusts the other. The West stands out for foolproof inspection, the East designs to make up on manpower what its armies sacrifice in nuclear power. As the suicide-pact gets more and more into its stride, we find in the latest Russian proposals the beginnings of a bridge across the gulf which still divides East and West. But the bridge will not yet carry a herald of peace and sanity. Always the proposals are rejected or end in unsolved argument, and the forging of the weapons of self-destruction and the draining of the nations' life-blood continue in fear and suspicion. And those who blindly sigh for peace in ignorance of all the obstacles to peace—and they represent about 99 per cent. of the earth's population—turn on the statesmen of the world and condemn them as blind leaders to the shambles of the dumb flocks of humanity. We may be very sure that Bulganin's latest arms-cut plan, with its seven candlesticks of sweet reason and logic, will be attacked as slick propaganda, unworkable and, for the West, suicidal. And alas! we have not the knowledge to controvert the verdict. But time runs on and I shall be sorry if this flimsy plank is not a little strengthened across the gulf. It is high time to call off the jeerers and send in some experts in bridge-building. Desperate remedies imply risks.

One Risk Against Another.

—No one doubts that the whole basis of this global suicide-pact is fear. Fear of the frightful weapons which science has devised for world destruction in an effort to defend each side from the other's aggression, fear that one side will pull a fast one on the other, fear that one side stands to lose more in self-defence or gain an advantage in aggressive power by scrapping nuclear weapons. It is the article of the Western creed that, so long as the U.N. remains incapable of averting major aggression leading to global war, the development and retention of nuclear power is its only hope of staving off the final disaster. So it is that every proposal from the Kremlin to try again is instantly dismissed as propaganda or a specious effort to gain an advantage in manpower. As these proposals are exchanged, though they appear to be mere repetitions of offers already made and rejected, it is possible to observe that the two sides are indeed getting a very little closer together. Russia has made a slight, if suspect, concession towards America's conditions of foolproof air inspection. The truth is that while the proposals seem to be mere repetitions, the grounds of suspicion and anxiety on either side alter more swiftly and quite considerably. Russia, for example, must be less confident to-day that her former satellites would march with, or assist, her overwhelming advance with conventional armies. That doubt is justified and should supply the Western statesmen with good reason to examine once more the Russian proposals without jeering, but constructively and coolly; since both sides certainly know that the nuclear arms race *is* a suicide-pact. The peoples of the world demand that their governments should do that now, and I believe that it is a much more trivial consideration which may bedevil a serious examination of Russia's latest seven points—the utter lack of civilised diplomatic courtesy with which the more bloody-minded Kremlin leaders, with one eye on their Kremlin rivals and another on their satellites in revolt, clothe any exchanges with the West. Fear is as surely a cause of insults, threats and bluster as it is of appeasement, and we should recognise the causes of, rather than resent (or regard as proof of insincerity), the barbarity of Russian diplomacy. If our civilisation is to be snatched from death, we must exactly weigh one risk against another. When one considers the length of time which would stretch ahead in wrangling over the details of even partial air inspection (if that point of agreement could be reached) the "gestures" of partial manpower reduction and the cessation of nuclear experiments seem to us to be desirable stages to a vital end and to be risks that can be called calculated.

Politics and Pockets.

—No doubt, in moments of political passions, in the first impulsive counterstrokes to outrageous aggression, men and nations neither weigh the full political implications of those counterstrokes nor are moved by consideration of what they will cost them in terms of money. An angry man hits back with his new umbrella or throws a priceless ornament at his attacker's face. We have had recent proof that this is true, in the case of sober statesmen and money-conscious nations. Thus Nasser closes his main economic artery, and some of the Arab States, in their first heady counterstrokes to the Anglo-French actions, followed suit. But the morning-after punctually follows every form of orgy, whether of hate or sensuality, and men and nations, waking to it, realise that these luxuries do not provide their daily bread for the years that stretch ahead. The orgy, of course, may last longer than a day according to the nature and circumstances of individuals and nations. But for all the inevitable day comes when the broken pieces must be swept up, the gains and losses assessed, and arrangements remade for punctual, workaday meals of less heady fare. And so, it seems, with some of the Arab States who swore a blood feud on behalf of brother and master Nasser against his oppressors. Questions

MILLAR WATT'S COVER DESIGN FOR "THE SPHERE" CHRISTMAS NUMBER, 1956—THE IDEAL SMALL CHRISTMAS GIFT: For four shillings—little more than the cost of an expensive Christmas card—you can send this large and colourful number with contributions by leading artists of to-day and yesterday, articles by Elizabeth Coxhead, W. Macqueen-Pope, and others, and a short story by Dorothy Black. Montague Dawson has painted five magnificent seascapes to illustrate a tea clipper returning from the East for Christmas. Other colour pages include "A New Year Morning in a Chelsea Studio," by Sir Alfred Munnings, K.C.V.O., P.P.R.A.; Geoffrey Fletcher's re-creations of scenes at Old St. Paul's; Berkeley Sutcliffe's amusing evocation of a Cat Kingdom; An Edwardian Christmas, by T. R. Freeman, and many other Christmas subjects.

Copies of THE SPHERE *Christmas Number may be ordered now from your newsagent or at any bookstall, price* 4*s.; or from the Publisher, Ingram House,* 195-198, *Strand, London, W.C.*2, *who will send an attractive greetings card giving your name as the donor. Postage extra, inland* 6*d., overseas* 3½*d. Many places abroad can still be reached in time for Christmas.*

£ s. d. return soonest to concern those who have most to lose by using their treasured possessions as missiles. Ten years ago, the complete solidarity of the chief oil-bearing Arab States behind Nasser might well have stood the test of time and gained in cohesion. In the last decade, the virtues of a vast revenue from oil entirely changed the notions of many Arab peoples of what their standards of living can be and should be, provided they can be sure of a rich market for their products. The owner of the goose that lays golden eggs can't eat them all himself. It is fine to fight " for the principle of the thing." But a principle must earn interest or it is a talent wrapped in a napkin. And ten years ago, some of these Arab States would have had no second thoughts about the length of spoon needed for an invitation to dine with the Russians.

Nasser Gives Proofs.—Mr. Bulganin's notes to Britain, France and Israel lose no force in constant repetition. He is as constantly in the pulpit as Mr. Nehru and his choice of hard words is wider. Like most thunderers, he sees everything in black and white. There are no half-tones. Those three aggressors must compensate Egypt in full for all the damage they have done there? A sense of justice, let alone a sense of humour, might suggest that against that compensation should be set-off the cost of clearing the great international waterway, which the Kremlin itself acknowledges the Suez Canal to be. When Nasser ordered the sinking of fifty vessels in the Canal, no possible excuse existed or was even claimed that this gross act of sabotage and breach of accepted trust was necessary as a military precaution in defence against aggression. It was an act of reprisal, an act of bitter revenge and nothing else, and it served no more useful purpose than to satisfy an intense hate, reckless of the consequences to his own and many other nations, some of them friendly to his own. And if he was responsible for the breach in the Sweet Water Canal, that is another instance of insane spite which proves the Canal-users' contention that he is as unfit to control an international waterway as he has proved in his claim to lead a " determined " army. He seems to have very little power to control his army during the cease-fire to which he has agreed.

Advent.—The sword, Byron said, outwears its sheath, though the sheath is tough and the sword is an unconscionable time doing the job. I wonder whether it is not now the duty of a sane journalist to spare some space to matters not concerned with the Middle East and Central European crises. True enough, nothing else compares in importance with these matters, nowhere else to-day can pity look on suffering so great and danger so imminent. But platitude and repetition can blunt the keenest interest and dilute the most ardent sympathy. If you could collect and classify and epitomise every letter to the Press, every " leader," every speech, written or expressed during the past month on these questions, you would obtain a telling proof of the redundancy and futility of a world forum. For every 100 repetitions of platitude, perhaps one new or interesting idea emerged. We have heard the same view, pro or con, expressed in good English (or other tongue) or in bad, so often as to make us almost callous of danger and suffering. And now Advent is upon us. We cannot, of course, cast away the works of darkness and put upon us the armour of light by a mere decision of the will. The peoples who walk in darkness have seen as yet no great light. The eternal hope of Advent and Christmas eludes us still. The works of darkness are always round us and for ever must be fought. But humanity cannot win the battle against evil, fighting as a rabble. It is a world war which must be conducted by orderly minds controlling an organised army, not by partisans and guerillas. The armour of light is first needed to strengthen human reason; and the time has come to count our blessings among our curses and to remember and record some of the matters of common interest which are still of good report. For my part, it shall be my Advent resolution to twist and twine, even so, mingling strains of joy and woe. A month-long orgy of black pudding and gall-bladder has given me acute indigestion. Despair and bitterness can never build on sound foundations.

The Gardens Scheme.—The National Gardens Scheme, which benefits the pensions fund for retired district nurses and also helps National Trust Gardens, is an established and very popular institution and one that is pleasant, lovely and of good report. And this year its report is very good. Another record in my own county despite a wretched summer; a magnificent overall harvest. The money taken is not all. The incalculable harvest of friendliness and goodwill, the stimulus to decent and innocent interests and hobbies and to the pursuit of beauty; the hope it inspires of better days ahead, the light it sheds in a world of darkness and misery and hate, these things are well worth all the trouble taken by those who prepare and open their gardens, large and small, to the public, and are cheaply won at the price the public pay for the privilege. Garden owners, new as well as old, and the visitors must combine to keep this grand institution ever on the up and up.

THE OLD STAGER

PETROL CUTS HIT THE MOTORIST

CIVIL SERVANTS PREPARE FOR PETROL RATIONING IN BRITAIN: Clerks at Kew, near London, are dealing with 3,000 letters an hour applying for supplementary allowances of petrol, which is to be rationed from December 17. Private motorists will receive a ration based on engine capacity allowing them to travel about 200 miles per month.

The significance of the Suez crisis for the motorist was brought home to him sharply in recent weeks when he found that supplies in his garage (and in any other he visited) were rapidly drying up. The Minister of Fuel and Power announced that petrol rationing would come into force on December 17. Private motorists are to receive a ration based on the cubic capacity of their engines which should allow them to travel about 200 miles a month. Coupons for a four-month period were issued, but the Minister emphasised that the whole scheme could be dropped overnight if the need for it vanished. Diesel oil would be rationed, but bus services would suffer very little reduction. Goods hauliers would have their consumption cut by one-half, as would private coach firms. There would be a considerable drop in the numbers of taxis, for they would be allowed enough fuel for only about two-thirds of their normal mileage. Firms using many vehicles would be allocated " block " allowances. Driving tests were to stop for the time being. Supplementary rations of fuel would be issued only where these were absolutely essential. No extensive black market was expected to appear in Britain. Driving bans, rationing, and cuts were reported in France, Germany, Italy, Holland, Belgium, Sweden, Spain, Poland, Turkey and Ceylon.

FRENCH MOTORISTS START A RUN ON PETROL: Long queues of private cars outside garages were common sights in France when the shortage began. Drivers went from one garage to another, buying up all the petrol they could. They sometimes waited for hours in queues, but were often disappointed, as supplies soon ran out. Government appeals to limit consumption and restrictions imposed on long journeys helped little in conserving supplies.

EGYPTIANS DEMONSTRATE ON THE ARRIVAL OF NORWEGIANS OF THE UNITED NATIONS FORCE IN PORT SAID : Inhabitants shouting pro-Nasser and anti-British slogans march along a street with the blue-helmeted Norwegians. The way is being kept clear by British personnel and military police vehicles. The U.N. troops are wearing green twill battledress and are carrying full war-packs and a variety of weapons. From the time they left the station at Port Said they were surrounded by crowds of Egyptians being whipped into hysteria by agitators. Serious incidents were only prevented by the tactful control of the mobs by the British forces. Last week-end the Allied C.-in-C., General Keightley, and his deputy, Admiral Barjot, arrived in Port Said for a conference with Major-General Burns, the U.N. C.-in-C. On the same day a battalion of British infantry was withdrawn from Port Said to Cyprus.

U.N. FORCES IN PORT SAID

A British Battalion Leaves and Other Military News from Egypt

BRITISH TROOPS CHECK A MOB : A rowdy crowd in Port Said is held in check by two members (one on the motor-cycle) of a party of British troops on the day the Norwegians arrived. British soldiers such as these pictured here faced an ugly situation with equanimity and dispersed the mobs of thousands without incident.

A VICTIM OF THE CANAL OBSTRUCTIONS : Norwegian troops, on their way to Port Said, wave from the train as they pass a ship held up by the Egyptian blocking of the Canal.

INDIAN TROOPS ARRIVE IN EGYPT : The first Indian contingent of the United Nations police force march off after landing at Abu Sueir airfield, near Ismailia. About fifty strong, they had just disembarked from the aircraft in the background, which had brought them to Egypt from Naples.

THE GENERAL DRIVES HIS JEEP : General Stockwell, Commander of the Allied land forces, leaves Gamil airfield at the wheel of his jeep. Beside him is General Keightley, Allied Commander-in-Chief, who had flown from Cyprus to confer in Port Said with Major-General Burns, of the United Nations Forces.

BRITISH SERVICEMEN HUNT FOR ARMS : Frogmen hand out rifles found in the Bassein Industrielle, an arm of the Suez Canal, to men of the Argyll and Sutherland Highlanders on the bank. Caches of weapons and ammunition, mostly of Russian origin, were discovered where they were concealed by the retreating Egyptians.

MEN OF THE ROYAL WEST KENT REGIMENT LEAVE EGYPT : A party of men of the 1st Battalion, Royal West Kent Regiment, appear in a cheerful mood as they prepare to leave Port Said for Cyprus. *On right*—The first barge-load of the Royal West Kents leaves the quayside to embark on the troopship *Dilwara*. Soon after the arrival of the first U.N. troops—200 Norwegians—in Port Said, the British battalion, the French 23rd Colonial Infantry Regiment and a French Marine Commando were evacuated.

WASHINGTON AND NEW YORK

Some Recent Events in the American Capital and the General Assembly

THE PRIME MINISTER OF CEYLON AT THE WHITE HOUSE: Mr. Bandaranaike presents President Eisenhower with a map of Ceylon encrusted with precious stones during a courtesy visit to the White House. The Prime Minister of Ceylon had arrived in the United States to attend the United Nations General Assembly as spokesman of the Colombo Pact powers.

MR. DULLES MEETS THE PRESS AGAIN: The United States Secretary of State reads a statement outside the Walter Reed Hospital, Washington. He was leaving the hospital where he underwent an operation for an intestinal illness. Standing (on the left) is Mr. Herbert Hoover, Jnr., who acted as Secretary of State during Mr. Dulles' illness. In the course of the statement Mr. Dulles accused the Soviet Union of "promiscuous slaughter" against Hungary in calculated defiance of the United Nations.

On left—
MR. BANDARANAIKE ADDRESSES THE U.N. GENERAL ASSEMBLY: The Premier of Ceylon speaks during a session in the United Nations headquarters in New York. His country has been associated throughout the present crisis with the Afro-Asian group.

ATTACK ON THE WEST: Soviet Foreign Minister, Mr. Shepilov, attacks the West in the General Assembly. He described the Hungarian deportations as "an outlandish invention."

THE FOREIGN SECRETARY PUTS BRITAIN'S POINT OF VIEW: Mr. Selwyn Lloyd restates the position taken by France and Great Britain over Egypt in reply to an Afro-Asian resolution in the General Assembly calling for immediate withdrawal. He reiterated that British forces will be withdrawn when the U.N. force is efficient and when its objectives are defined.

MR. HAMMARSKJOLD SEEKS BROADER POWERS: The Secretary-General asks for wider powers of negotiation to secure Egyptian agreement on the deployment of the U.N. force. On right is Prince Waithayakow of Thailand, President of the Assembly.

A WARNING FROM JORDAN: The head of the Jordanian delegation to the United Nations, Abdul Monem Rifa'i, addresses the General Assembly. During the course of his speech he warned that if foreign troops were not withdrawn from Egypt immediately there would undoubtedly be a renewal of hostilities which could spread to a " much wider " area. Some hours after this address the General Assembly passed by a large majority an Afro-Asian resolution calling for the immediate withdrawal of the British, French and Israeli troops.

On left—

THE AMERICAN U.N. DELEGATION LISTENS TO MR. SHEPILOV: Mr. Cabot Lodge, on right, searches his pockets during one of the Soviet Foreign Minister's diatribes against the Western Powers. On his right is Senator Knowland, of California, who is a member of the United States delegation. Mr. Lodge later replied to Mr. Shepilov's attack with the remark that " the United States seeks to fill the stomachs of the Eastern European people with food, and the Soviet seeks to fill them with lead." Despite the vehemence of the Russian attack in the General Assembly, a resolution was passed calling again for the immediate withdrawal of Soviet troops from Hungary, for the end of deportations of Hungarians and for the admittance of United Nations observers to investigate conditions. The voting was 55 countries in favour of the resolution, with 10 against and 14 abstentions.

KRISHNA MENON APPEALS FOR HUNGARY: The leader of the Indian delegation calls on the General Assembly to support a resolution insisting on the entry of U.N. observers into Hungary. *On right*—Mr. Krishna Menon (left) stands arm-in-arm with the former President of the United Nations General Assembly, Mr. Nasrollah Entezam of Persia.

THE 1956 OLYMPIC GAMES BEGIN IN MELBOURNE

The Duke of Edinburgh Performs the Opening Ceremony in the Main Stadium at the Melbourne Cricket Ground

THE DUKE OF EDINBURGH ARRIVES TO OPEN THE 1956 OLYMPIC GAMES: He is driving round the track on his way to the Royal box for the ceremony. More than 100,000 people packed the stadium for the colourful ceremony which took place in bright sunshine. The traditional procession of the competing nations around the track was led by Greece, followed by other countries in alphabetical order, with the exception of Australia, as host nation, who marched at the rear.

On right—

THE OLYMPIC FLAME: The torch which kindled the flame had been carried on the last stage of its journey by Ron Clarke, of Victoria.

A WELCOME FOR THE DUKE: He is entering the Royal box for the ceremony. As he finished speaking the words "I declare open the Olympic Games of Melbourne, celebrating the sixteenth Olympiad of the modern era," a fanfare was sounded and the huge Olympic flag was raised on the main flagpole.

IN THE ARENA: *Left*—John Landy, the leader of the Australian athletic team, accompanied by his country's standard-bearer, leaves the rostrum and walks from the semi-circle composed of international standard-bearers, after taking the Olympic Oath on behalf of all the competitors. *Right*—The competitors look up as thousands of pigeons, as the symbol of peace, are released from their cages. The latest pictures of the Games will appear in subsequent issues of "The Sphere."

THE JACQUES CARTIER BRIDGE OVER THE ST. LAWRENCE AT MONTREAL: As a result of the development of the St. Lawrence up to the Great Lakes the longest span of this bridge will have to be raised in order to allow a 120-ft. overhead clearance for the vessels using the new Seaway channel. The section of the bridge which will have to be raised is shown in the foreground and middle distance of this picture. The piers at the southern end will be enlarged and the road lifted with jacks.

MONTREAL'S TWO LARGEST BRIDGES: The cleared area on the bank, between the Jacques Cartier Bridge in the foreground and the Victoria Bridge further up the channel, will eventually be turned into a large park. A lift span will be installed in the latter bridge to permit vessels to pass round the southern perimeter of the Laprairie Basin (background).

PROGRESS ON THE ST. LAWRENCE SEAWAY

The Joint Canadian and American Development Scheme is in Some Places Ahead of Schedule

WHEN it is finished at the beginning of the 1959 navigation season the St. Lawrence Seaway will provide a channel 27 ft. deep throughout its 2,200-mile length from the head of the Great Lakes down to Montreal and the Atlantic Ocean. In addition, the various hydro-electric schemes that are part of the overall project will make about 2,200,000 h.p. of electric energy available to the adjoining districts of Canada and the United States.

The work which is being carried out on the Seaway is divided into five sections. The first of these, the Lachine project, covers an area 31 miles in length stretching from Montreal Harbour up-river to the end of Lake St. Louis. From the Ocean to Montreal, a distance of 1,000 miles, a shipping lane already exists with navigational channels 35 ft. deep. Consequently the new Seaway project starts to all intents and purposes at Montreal. The work on the Lachine section consists of the construction of a lock system at St. Lambert, which will raise the Seaway a height of 15 ft. to a channel about 10 miles in length extending around the Laprairie Basin opposite the city of Montreal. At the end of this channel another lock system will be constructed at Cote St. Catherine. This system will lift the Seaway 30 ft. to the level of Lake St. Louis, and an overland canal, already well under construction, will by-pass the Lachine Rapids, which have been up to now the classic barrier to navigation into the heart of North America from the sea. Montreal's two largest bridges, the Jacques Cartier Bridge and the Victoria Bridge, which together with the Honore Mercier Bridge at the entrance of Lake St. Louis, and the Canadian Pacific Railway bridge at Caughnawaga, lie in this first section of the new Seaway, have presented particular problems for

(Continued on following pages)

BY-PASSING THE LACHINE RAPIDS: On the left in this picture can be seen the first mile-long stretch of a canal which is being cut to carry the Seaway past the dangerous Lachine Rapids (right), which lie west of Montreal. When finished the canal will be 200 to 250 ft. wide and 27 ft. deep.

CORNWALL, ONTARIO: This St. Lawrence Valley city of nearly 17,000 inhabitants is one of the fastest-growing industrial communities in Ontario. Situated at the upper end of Lake St. Francis, Cornwall will provide the site for the St. Lawrence Seaway Authority's headquarters building.

CUTTING ACROSS IROQUOIS POINT: The excavations in the foreground ma the site of a canal which, together with a lock system, is being across Iroquois Point, Ontario, at the head of a 35-mile "power poo

PROGRESS on the ST. LAWRENCE SEAWAY

(*Continued from previous page*)

the engineers engaged on the project. At the moment the south end of the Jacques Cartier Bridge slopes down over the area of the proposed channel. In order to gain the 120-ft. overhead clearance necessary the span must be raised so that it goes straight over the future Seaway, as it does over the present Montreal Harbour Channel on the north side. To do this eleven piers of the bridge are being enlarged and the roadway itself will be lifted at a later date by giant hydraulic jacks which will hold it in position until the piers have been built up to the required height.

On the second bridge, the Victoria, a lift span is being installed in the most landward stretch to permit the vessels using the Seaway to pass through. The Honore Mercier Bridge, which is similar in construction to the Jacques Cartier, will receive treatment of the same nature as the latter, while the last bridge in this section, the C.P.R. bridge at Caughnawaga Indian Reserve, will be fitted like the Victoria Bridge with a lift span.

At the end of Lake St. Louis the Soulanges section begins, running for 16 miles up the St. Lawrence to the head of Lake St. Francis. As well as considerable dredging in the existing canals in this area, it is necessary to build a set of twin flight locks at Beauharnois, the beginning of a 16-mile-long power canal. The twin locks will each lift the Seaway about 47 ft. to the level of the already existing canal. In addition, the construction scheme in this area takes into account the installation of lift spans in three of the bridges which cross the canal.

The 29 miles of the Lake St. Francis section, the third area of the Seaway project, are already covered by a shipping channel running from the end of the Beauharnois Power Canal down to Cornwall, Ontario. Dredging will be undertaken in three locations to ensure that an overall depth of 27 ft. is reached throughout. Since this region lies in a natural widening of t St. Lawrence little other subsidiary construction necessary.

The fourth, or International Rapids Section, is the k to the entire project. This is due in the first place to t fact that it is in international territory and, secondly, the complicated constructional programme that will b necessary to overcome the natural difficulties of th Seaway channel at this point. Added to which is the fa that just under £250,000,000 will be spent in this area o general construction schemes, of which the greatest par will be for hydro-electric installations. The Hydro Electric Power Commission of the Province of Ontario and the Power Authority of New York State are joint responsible for these schemes. At the completion of th work about 20,000 acres of land will have been flooded six villages will have disappeared, and 6,500 people w have been moved to other homes in new villages along th reshaped shoreline. The main feature of the electric project will be the creation of a "power pool" insid two dams at either end of the section stretching fro Cornwall upstream to Iroquois Point. The St. Lawren

A JOINT CANADIAN-AMERICAN POWER DAM: From the right to the centre is the northern end of a cofferdam holding the river back from the Barnhart power dam site up-river from Cornwall. The dam is part of the power pool which will be created jointly by Canada and the United States between Cornwall and Iroquois Point, farther up-river.

DREDGING THE ST. LAWRENCE: A dredger works south of Cornwall. The first major Seaway contract to be awarded to a British firm is for dredging the Welland ship canal.

Seaway Development Corporation of the United States is building two locks off Cornwall Island at the entrance to the Long Sault by-pass canal which the U.S. is also building in its entirety. Passing through this stretch, designed to by-pass the power dam, the Seaway will enter the power pool itself and continue up-river for some 30 miles to Iroquois Lock which is being built by Canada and will give access to the diversionary canal, passing the upper power dam.

In the final Thousand Islands section only a small amount of dredging is required to bring the existing channels to the depth of 27 ft., which is the overall depth of the whole Seaway. When this is completed and the constructional work on the other sections finished, a seaway capable of being used by ocean-going vessels will stretch from the Great Lakes to the Atlantic, bringing incalculable benefits to the economies of Canada and the United States. The present heavy volume of traffic along the river and lake route to the heart of North America will increase many times when vessels are able to by-pass the expense and labour of transhipment and take their cargoes to and from the factories, steel mills and granaries by a direct route.

THE AMERICAN SIDE OF IROQUOIS POINT: The control dam shown here on the United States side of the river is being constructed by the Power Authority of New York State. This dam, like the lower control dam in the Barnhart Island area, will be by-passed by a canal carrying the Seaway on to the Thousand Islands section.

AN AMERICAN GUIDED MISSILE IS FIRED FROM A SUBMARINE IN THE PACIFIC: Aft of the conning-tower of the United States submarine *Tunny* is mounted a Regulus guided missile and its drum-shaped hangar. *Below*—As Regulus is fired, the "mother" submarine is wreathed in smoke from the discharge. The take-off is assisted by liquid fuel rockets. *At bottom of page*—At the third stage of the take-off, Regulus begins to gain altitude. It is designed to operate against land or sea targets.

A NAVAL MISSILE

The Regulus Guided Missile is Mounted on United States Navy Submarines

Guided missiles now form an important part of the armament of the United States Navy. They are mounted on aircraft, surface vessels and submarines, and can be used against air or surface targets. One of the most deadly and insidious of these ship-and-missile combinations is the Chance Vought Regulus XSSM-N-8 turbo-jet missile (designed for surface-to-surface operation) and the United States submarines *Tunny* and *Barbero*. The Regulus, a well-tried type which has been under development for nine years, is carried in a drum-shaped hangar aft of the conning-tower, and can be launched within a few minutes after surfacing from a special launching platform. It can probably strike at targets at ranges comparable with or greater than those of ship-borne aircraft, and can do this at very high speeds. It is possible that atomic war-heads could be carried. Designed specifically for the United States Navy, it has also been fired from surface vessels or shore bases. It resembles a small swept-wing fighter aircraft, and is about 30 ft. long. Specially-developed electronic remote control devices make sure that the Regulus will reach its target accurately. Temporary landing-gear can be fitted when the missile is used for practice, and must be recovered, but in actual operation it has a warhead and no landing-gear. In practice a single Regulus has been flown and recovered as often as fifteen times. Take-off is assisted by liquid-fuel rockets. Details of its performance are still classified as secret, but it is known that production has been accelerated in recent years. The submarine *Tunny* was originally a conventional craft, but was converted to carry guided missiles. It is of about 1,500 tons. The *Barbero*, which also carries the Regulus, is of the same size, though of a different class. A third submarine is due for conversion this year. Other types of guided missile in use with the United States Navy are the Terrier and Talos surface-to-air and the Sparrow air-to-air missiles. The Terrier is mounted on the converted guided missile cruisers U.S.S. *Boston* and *Canberra*. The Chance Vought Cutlass naval fighter carries the Sparrow missile.

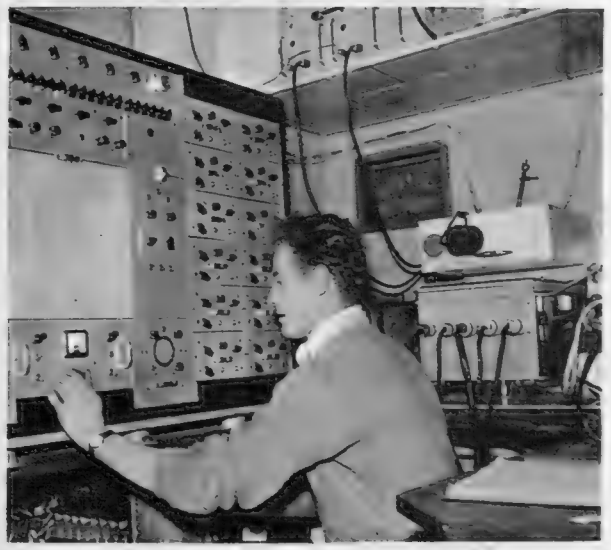
SEARCHING FOR OIL OFF BRITAIN

A Seismographic Survey is Carried Out in the Sea Near the Coast of Dorset

PREPARING TO "SHOOT": Experts are ready at the blasting apparatus (left) and the controls for shooting a depth-charge from the seismographic survey ship *Seislim* off the Dorset coast. By plotting the vibrations from the sea-bed the underwater rock formations and the possibility of oil can be ascertained.

On left—
DETONATING THE CHARGES: Electric detonators are being placed in the charges which are then ready to be shot into the water. The vibrations from the explosions are picked up by detectors in the sea.

THE SURVEY FOR UNDERSEA OIL IN PROGRESS: A great spout rises in the sea near Swanage as a charge explodes. The ship's winch controls the cable to which recording instruments are attached. In the foreground the chart of reactions to a previous shot is being examined.



APPARATUS FOR SURVEYING THE OCEAN BED: An observer sits by some of the instruments in the control room of the S.S. *Seislim*. Here the reactions of the detectors in the sea to the explosions are electrically recorded on charts. *On left*—Geophones or detectors attached to the cable are hauled onto the ship's deck. The small cylindrical instruments are mounted on paravanes. Above the roof of the deck is a landing platform for a helicopter.

People watching the sea recently between Swanage and Lulworth Cove, off the coast of Dorset, noticed a ship engaged in what appeared to be depth-charge exercises. This was, in part, a correct assumption. But the vessel was of a very special kind and was employing the charges in a modern-style search for oil.

The S.S. *Seislim* was formerly a Royal Naval corvette. A few years ago she was converted for the purpose of carrying out seismographical surveys in coastal waters. Her latest mission has been the one pictured on this page. She was chartered by the British Petroleum Company to take part in its search for oil-bearing rock formations round the British Isles.

The survey off Dorset was an example of how modern scientific means are used for this purpose. The operations depend largely on depth-charges and geophones or detectors. The charges are shot into the sea and explode 4½ ft. below the surface. The explosions set up vibrations from the sea-bed which are picked up by the detectors which are floating in the water nearby. By electrical means their reactions are at once charted and examination of these charts shows whether or not there is any likelihood of oil from the sea-bed rock formations. B.P. aims at investigating the nature of the rocks to a depth approaching 10,000 ft. beneath the sea-bed.

The charges, each weighing about 17 lb., are primed with electric detonators. In the case of the Dorset operation they were set off along a line which had been previously plotted. The geophones require careful handling. For sea operations they are embedded in paravanes. This enables them to float in the water. The S.S. *Seislim* carries a cable half a mile long and to it the detectors are attached.

The cable is run out from a winch at the stern. When the charge explodes in the sea, the detectors which are floating nearby are carefully controlled by the winch operator. He lets the cable run out so that the geophones remain stationary. In the special control room of the ship are panels of numerous instruments. These record on charts the immediate reactions of the detecting apparatus in the ocean. The graphs are available within a few minutes after a charge has been set off.

The *Seislim* has been fully equipped for operating in any waters. Among her other equipment is a platform on which a helicopter can land. When she is working some way out to sea, the logs of operations can thus be flown back quickly to land for detailed examination. Helicopters were used last year when the ship was chartered to a Shell Associate Company for an important survey off Brunei in the China Sea.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Rights-of-Way.—I have been enquiring into the rights-of-way survey, which was begun under the National Parks and Access to the Countryside Act of 1949. At that time it was thought that four years would be sufficient in which to complete the survey of all the public paths in the country, and that revision should take place at intervals of five years. In fact, this forecast has proved ludicrously over-optimistic. It is now seven years since the Act was passed, and only two counties—Durham and Rutland—have completed their work. Why is progress so slow? There are several reasons, of which one relates to procedure. Briefly, the survey requires three stages:

First, the *Draft Map*. This is prepared by the county council, with the help of parish, urban district and borough councils. Everything considered to be a public right-of-way is marked on it and described in a schedule. The map is placed on show, and the public can make objections to what it contains. These are heard by the county council, and there is provision for appeal.

A *Provisional Map* is next published by the county council, which henceforward represents the public interest. Landowners may, however, take action by applying to Quarter Sessions for an order to remove or alter a path, already shown on the Provisional Map. Further appeals may be made to the High Court or even to the House of Lords—in fact, several cases are under consideration at this moment.

The final step is the publication of the *Definitive Map*. At present complete Definitive Maps have been published of only two counties, and of parts of five others. Provisional Maps have appeared of eight counties, and of parts of ten others. All the remaining counties have prepared Draft Maps (except Montgomeryshire), though even these maps are still incomplete in eleven cases. At this rate it will be ten years at least before the whole task is done, by which time revision will itself be long overdue. It seems likely, therefore, that amending legislation will be needed if the survey is not to break down.

There are at least three major obstacles to be overcome: first, the complexity of the Act and the cumbersomeness of the procedure; secondly, the lack of resources in the counties to do the work. At best, one or two members of the county highway department are given full responsibility; alternatively, retired people are recruited on a voluntary basis. At worst, no one is appointed. Lastly, there are some counties where work is held up by outright opposition, as in Montgomeryshire. A number of parishes have just rendered nil returns, saying, in effect, they have no rights-of-way. New legislation is needed to correct these and other abuses, and restore impetus to the whole survey.

Holiday Fellowship.—I have taken all kinds of holidays in my time, luxurious and otherwise. As a young man, I did a great deal of walking and put up for a shilling a night, or its equivalent, at hostels and other humble places on many occasions, both in this country and abroad. Youth hostelling is still, of course, very popular, almost too much so judging by the pressure on the limited accommodation available at present. But the accent is on youth, for as one gets older, marries and rears a family, so one is less able, and indeed less willing, to rough it despite the smaller expense.

About a year ago I was invited to lecture to a gathering at a Holiday Fellowship Centre near London, and so made my first acquaintance with an organisation that caters for the holiday needs of the family or of older people with limited means, who yet want something more than *pension* facilities. The purpose of the Fellowship is to "encourage love of the open air, to further the interests of education and culture, to promote social and international friendship, and to organise holiday-making with these objects." This may sound rather pretentious, but there are many solid advantages to be gained from a Fellowship holiday.

Founded in 1913, the Holiday Fellowship has, through co-operative effort, established over forty centres in the British Isles, many of them in large country houses, for which it would be difficult to find a use to-day. Each centre is placed near a tract of beautiful scenery, which can be enjoyed with the help of a guide who knows the topography and all the historical associations. The evenings are enlivened by entertainment or a more serious programme, generally home-made, and everyone is treated as a guest by the host or hostess of the centre. It is, in fact, a kind of country-house party. The Fellowship also organises tours abroad, mountain-climbing schools, youth camps and school journey centres, and all charges are kept down to a reasonable level.

Roman Intelligence.—At one period during the war I was serving in the Military Intelligence Directorate at the War Office. My chief was Major Eric Birley, and our subject was the order of battle of the German Army. Everyone who knew Birley—and we were in contact with all the Services and all the Allies—agreed that there was no one quite like him. He was a genius. His extraordinary memory, and his ability to evaluate information and assemble facts out of the flimsiest pieces of evidence were a constant source of amazement and admiration. He was in fact a master detective, and I always thought that great credit was due to the authorities for posting him to a job for which his peace-time profession had so well prepared him.

Recently appointed Professor of Roman-British History and Archæology in the University of Durham, where he has been teaching since 1931, Birley has devoted much of his life to the study of that other great army, akin to the German in so many respects. Indeed, Birley now writes to me that, since his return to Durham, he has been reconsidering the Roman army and administration in the light of his wartime experiences, in particular the function of Hadrian's Wall, which is his special subject.

He agrees with the view that the Wall was not a fighting-platform, manned day and night by a large frontier force, although units were certainly stationed on or close to it, according to the needs of the situation. The regular army was trained for mobile operations in the field, rather than for passive defence, and units were disposed for sorties in strength through the main gateways of the Wall, or, alternatively, to launch counter-attacks against incursions by invading tribes. The main concentration was in the west, the Senior Officer, Wall Command, having his headquarters at Stanwix, across the river from Carlisle.

The Wall itself was as much an economic frontier as a military one. Trade was encouraged, and garrison units were largely recruited from local tribes, with the strictly limited task of manning mile-castles and turrets and regulating traffic through the Wall. This system had several advantages. The men knew the country and were accustomed to the climate, they performed their military service near home, and they provided a reserve of man-power—which all made for economy in the cost of maintaining an important frontier province. It was a policy, too, that encouraged a peaceful and settled way of life, and demonstrated the superiority of Roman civilisation to the barbarians in the north.

A SCOTTISH CENTRE OF THE HOLIDAY FELLOWSHIP: Balmoral Lodge, Strathpeffer, is one of the centres of the Holiday Fellowship. It is well placed for fine scenery such as that of Strome Ferry (*on left*). In country houses, such as this, families or individuals can enjoy inexpensive holidays.

Face of Britain.—I wrote last month about subtopia, and I write again for the problem has become so urgent, so prevalent, so insidious that constant effort is needed to awaken the public conscience. How can the ordinary man be made aware of ugliness, or, conversely, of beauty, in the landscape he sees around him?

Shortly after the war a group of young people joined forces to make a film called *New Face of Britain*. Monica Hutchings wrote the script, Anthony Essex-Lopresti was the director, Cedric Briggs the cameraman, and Francis Essex composed the music. It was a half-hour documentary, showing the best things of the countryside and some of the worst things that have been done to it. It was a simple and effective piece of work which gained wide recognition. It could be shown with as much relevance to-day as in 1948. Although it had a strong emotional appeal, the film was not sob stuff. It presented the facts, and then made practical suggestions about planning, architecture, land use and the like.

It is to this practical approach that I so strongly subscribe. Although we must certainly preserve our best scenery and buildings, for æsthetic reasons, if for no other, preservation is not enough. That way lies sterility. It is only by making agriculture and other forms of rural employment strong, that we have any real hope of reinvigorating country life, and thus of saving the whole heritage of the countryside. But we must temper economic development all along with a deep sense of responsibility towards the land, and by an awareness of what is fitting—socially and æsthetically.

SUBTOPIA TRIUMPHANT: These new houses built on the outskirts of Bournemouth provide typical examples of unimaginative development. Indifference and lack of perception are steadily marring much of the beauty of the English countryside.

PORT SAID BLOCKED

THE WRECK OF THE SUEZ CANAL COMPANY'S NEWEST DREDGER: A naval salvage vessel and a pontoon are moored across the bows of the suction dredger *Paul Solente*, which is one of the most modern craft in the Canal Company's fleet. The dredger was scuttled by the Egyptians near the Central Mole at the harbour mouth. Another naval vessel lies at anchor against the western bank of the channel in the background. Some yards ahead of the bows of the *Paul Solente* lies a completely submerged mud-hopper of about 700 tons. This vessel is the only obstruction preventing the opening of a second temporary channel through the blockships. The first channel to be opened is already being used by small vessels supplying the Allied forces. It is expected that the mud-hopper will be lifted in the near future.

A PANORAMA FROM THE WESTERN BANK: On the extreme left is the triangular shape of the Central Mole, with a barrier of sunken blockships stretching from the apex across to the western bank. At the top right the thin ribbon of the Canal fades away in the direction of Suez. In the centre of the picture rises the chequered tower of the harbour lighthouse. To the left of the tower can be seen the two naval salvage vessels engaged on the refloating of the dredger *Paul Solente*.

PORT SAID BLOCKED

Some of the Obstructions in the Harbour

THE CANAL ENTRANCE AT PORT SAID: Naval vessels lie moored near some of the Egyptian blockships in the main shipping channel as salvage work continues. Alongside the Western Breakwater (upper left centre) a line of salvage vessels await their turn to enter the harbour. On the right a hospital ship and cargo vessels supplying the Allied forces lie anchored in the Outer Basin shielded from the Mediterranean by the Eastern Breakwater and a subsidiary boom, and cut off from the inner harbour by the concrete width of the Central Mole. In the stretch of channel from the Central Mole, on the right, down to the opening into the Commercial Basin (extreme bottom left) lie the majority of the blockships sunk by the Egyptians. Lying on its side close to the prolongation of the Central Mole is the canal salvage ship *Pollux*, while below her, with decks awash, is the bucket dredger *Peleuse*. Slightly further down to the left the tip of a smokestack reveals the hopper *Neptune*, one of the many motor-barges of the Suez Canal Company. To the left of the *Neptune* the bridge and upper superstructure are all that can be seen of the suction dredger *Paul Solente*. Further to the left two naval salvage vessels lie moored alongside the bows of the dredger and close to the site of the hidden wreck of the hopper *Triton*. Above the naval vessels, another salvage ship is at anchor close to the wreck of a 150-ton floating crane lying half submerged on its side. In the same area are two other floating cranes, one of 80 tons and the other of 15, both scuttled by the Egyptians. Opposite this stretch of water, on the western bank, towers the 184-ft.-high harbour lighthouse whose light is visible for twenty nautical miles. At the bottom of the picture, on the left, part of the submerged hull of what is thought to be Dredger 6 can be seen rising out of the water near the two piers marking the beginning of Commercial Basin. On the other side of the main shipping channel, below the Central Mole, lies Chantier Island dockyard. In the water off its lower tip is the smokestack of a vessel which has been identified as either Hopper 44 or 45. Since the beginning of the salvage programme in Port Said a good deal of the initial survey of the damage has already been carried out, despite difficult conditions brought about by bad visibility beneath the surface. In addition, the salvage vessels *Kingarth* and *Barhill* have righted one of the floating cranes scuttled on the western side of the harbour mouth. The operation involved the lifting and turning of a deadweight of 350 tons. In its upright position the 60-ft. crane now projects about 30 ft. above the surface of the water. Work is also continuing on the suction dredger *Paul Solente*, which was sunk in the centre of the channel. The *Paul Solente* is one of the Suez Canal Company's newest and most modern vessels. Naval divers are busy at the moment sealing the holes and openings which have been cut in the side of the submerged ship. The shallow channel through the wrecks to the Abbas Hilmi basin, further down the shipping lane, is now marked by navigational buoys which are lit at night. This channel is being used by vessels as large as 4,200 tons. In the meantime the clearance and salvage force has been augmented by the arrival of the *Salvestor*, a naval salvage ship. A civilian-manned lifting craft, able to raise a load of 1,200 tons, has been towed from Malta and the arrival of a second one is imminent. These craft should be able to lift all but the largest vessels which will be removed piecemeal.

ISRAELI LEADERS TOUR IN SINAI

The President and the Prime Minister Visit Scenes of Israel's Victories over Egypt

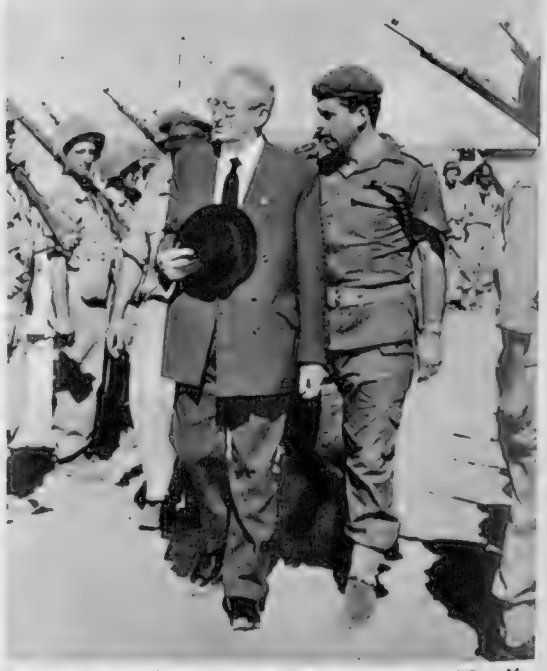
THE ISRAELI PREMIER WITH HIS TROOPS: The white-haired Mr. Ben-Gurion walks with a party of Israeli soldiers during his visit to Sherm-e-Sheikh, which is at the southern tip of the Sinai Peninsula. With him is Mrs. Paula Ben-Gurion.

In the middle of last month the two chief political figures of Israel, the President and the Prime Minister, toured the Sinai Peninsula. They were flown to a number of points in the southern tip and along the coast of the Gulf of Suez. They saw Israeli troops holding the positions they had won from the Egyptians and they examined various captured Egyptian arms and equipment. At Ras Sudr, on the Gulf of Suez, the Israeli Army was also in occupation of the oilfields.

OVER MOUNT SINAI: The Prime Minister of Israel sits in the co-pilot's seat of the aircraft and talks with his daughter Renana as they fly over the famous mountain of the Bible in the Sinai Peninsula.

On left—

AT AN OILFIELD: Mr. Ben-Gurion is helped into a military vehicle at Ras Sudr on the east coast of the Gulf of Suez. He had seen the oil wells here which were occupied by the Israelis.



THE PRESIDENT INSPECTS FRONT-LINE TROOPS: Mr. Itzhak Ben-Zvi, the President of Israel, proceeds along the ranks of an Israeli unit at Sherm-e-Sheikh. This was one of the farthest points in the south of Sinai reached by the victorious Israeli troops in the campaign against Egypt. *On left*— The President, who is accompanied by his wife, stands by a coastal gun which was captured from the Egyptians. In their tours of Sinai last month both President Ben-Zvi and Mr. Ben-Gurion saw a number of the battlefields on which the Israelis triumphed in their attack on Egypt five weeks ago.

ON THE LAST STRETCH TO FREEDOM: Hungarian border guards, wearing quilted coats and armed with sub-machine guns, allow a group of refugees to pass through the last check-point before the Austrian frontier. On the right are Austrian border guards. At the moment no systematic opposition is being made to the exodus except by some elements of Red Army Mongolian troops.

A LAST DRINK IN THEIR HOMELAND: A group of refugees drink from a well a few steps from the Austrian border near the Neusiedler See. The point is favoured as a crossing-place by the refugees for the Hungarian guards are at present allowing them through. Whether this will continue when Soviet troop replacements in Western Hungary are completed is not certain.

THE FAILURE OF A RUSSIAN ATTEMPT TO STOP THE FLOOD: A group of Hungarians scramble across the wreckage of a canal bridge on their way to the near-by border with Austria. This is one of the bridges blown up by the Soviet Army in an attempt to stop the flow of refugees through the marshy ground of the Neusiedler See area, where their tanks are unable to operate.

THE HUNGARIAN EXODUS

Thousands of Refugees Cross Austria's Frontiers Daily

ACROSS THE BORDER BY LOCOMOTIVE: Istvan Kassai (on right) stands before the railway-engine with which he crashed through the Hungarian border. With him are his wife and two children (centre) and sister and brother-in-law (left), who shared in his escape.

The steadily increasing volume of refugees which continues to flow across the Austrian border from Hungary is presenting the Austrian Government with well-nigh insoluble problems. It is impossible to find emergency accommodation for the thousands of Hungarians who arrive daily now that the fear of deportation is added to the tyranny of Soviet occupation. Despite the offer from several countries of the free world to give permanent homes to some of the refugees, the number accepted by these countries represents only a small fraction of those actually entering Austria. This total has already passed the figure of 60,000 and between 5,000 and 8,000 new arrivals have to be added each day. The Austrian Government has made an urgent appeal to world opinion for swift action in helping to deal with the situation, which has now become "really alarming."

A MAKESHIFT BRIDGE TO LIBERTY: A refugee makes his way slowly across a rough-hewn pole put across the river on the frontier at Pamhagen as a temporary bridge to replace that blown up by the Soviets. He is closely followed by one of the armed Hungarian border guards.

A NEW CUNARDER IS PREPARED FOR HER LAUNCH: The *Sylvania's* decks are cluttered with gear as she lies in John Brown's yards on Clydeside a few weeks before her launch last week. On left and right rise two of her cargo-loading derricks. *Sylvania* is the fourth 22,000-ton passenger-liner to be built by John Brown for the Canadian service of the Cunard Company. She has three sister-ships—the *Saxonia*, *Ivernia* and *Carinthia*—which are now in service on the Atlantic run. The latest of the line was named and launched by Mrs. Norman A. Robertson, wife of the Canadian High Commissioner in the United Kingdom. *Sylvania* is designed to carry 154 first-class and 724 tourist-class passengers, but in the interests of flexibility the accommodation is to some extent interchangeable. Her cargo capacity will be well over 300,000 cub. ft. She is 570 ft. long, with a beam of 80 ft. The four sister-ships are estimated to have cost over £20,000,000 to build. *Sylvania* is the forty-eighth vessel to be built by John Brown for Cunard. The famous Clydeside yards have built 135,000 tons of shipping for this line since the war.

A LINER LAUNCHED

The New Cunarder "Sylvania" Leaves John Brown and Company's Yards on Clydeside

"SYLVANIA" SLIDES DOWN THE SLIPWAY: She will join her three sister-ships on the Atlantic run in June next year. These have carried nearly 94,000 passengers to and from Canada since 1954. *On left—Sylvania's* massive rudder and one of her screws are visible before the launching.

MARSHMEN OF IRAQ

A Description of the Primitive Life of the Tribes which Inhabit Little-Explored Marshes in the Middle East

By GAVIN MAXWELL

(*Author of "God Protect Me from My Friends," the Book About Giuliano and the Sicilian Mafia, and "Harpoon at a Venture"*)

AS recently as biblical times the Persian Gulf stretched far up the country that is now known as Iraq. The two great rivers the Tigris and the Euphrates flowed separately into the sea, but not, as they do now, through the common conduit of the Shatt-el-Arab. The receding sea left in its wake a country of marshes, creeks, and lagoons, which was settled in early times by immigrants from the Persian and Turkish Highlands.

As the centuries went by, the great area of marshland exposed by the sea became divided into areas of seasonal flooding, semi-permanent marshland, and, fed by the many distributaries of the two great rivers, a central area of permanent marsh which exists to this day. These permanent marshes lie low between the courses of the two great rivers, and extend east of the Tigris over the Persian frontier.

The farther the sea has receded, the farther south has become the area which is at all times of year without solid ground, and until recently this has been one of the nearest unexplored territories to civilisation. Whereas the areas of seasonal flooding, the great rivers themselves, and the fringes of the permanent marsh, have all been visited both by travellers and by armies in wars of European origin, the heart of the marshes remained unknown until the explorer of Arabia, Major Wilfred Thesiger, D.S.O., began its exploration some five years ago.

Since then he has spent a number of months of each year in the marshlands, and among its peoples, and in 1954 published a summary of his knowledge to that date in the journal of the Royal Central Asian Society. Major Thesiger has done much for these people, tirelessly doctoring with modern drugs the many ailments to which they are subject, and to be his companion is a passport to their goodwill. Apart from Mr. Gavin Young, who has spent some time both with Major Thesiger and alone in the marshlands, this stretch of country has not, I believe, been penetrated by any other European. Last winter I accepted an invitation from Major Thesiger to accompany him into the marshes during the early spring.

This is a tribal area inhabited by some half a dozen tribes whose frontiers extend arbitrarily outside the marshes. Some of them claim not to be of Arab descent, while others contain a liberal sprinkling of *sayids*, or linear descendants of the Prophet. Before the First World War, when Iraq was part of the Ottoman Empire, the Turks encouraged tribal warfare in order to keep the people in a state too weak for united attack upon their overlords; but now, though there is from time to time a little strictly local scrapping, violence rarely reaches a stage at which the intervention of Government troops becomes necessary.

While all the land of Iraq belongs to the State, the sheikhs hold land under the Government, and when disputes between them become serious they are usually settled by Government diplomacy rather than by force of arms. It is greatly to the credit of the Iraqi Government that this situation can exist. Those who criticise the governmental administration of the tribal areas should remember how extremely primitive are some of the peoples over whom King

(*Continued on following pages*)

TWO ESSENTIALS OF LIVING FOR THE IRAQI MARSHMEN: The canoe is the means of transport for the *Ma'dan*, or marshmen, who live in South-East Iraq, and the water-buffalo an important part of their economy. The type of craft pictured here is known as a *tarada* and is of the design which was once employed for war canoes. The children learn to paddle a canoe as soon as they can walk. The buffalo provides milk and cheese and its dung is put to a variety of purposes. The beasts are also used as a form of currency. The areas occupied by the *Ma'dan* are the marshlands between the Euphrates and the Tigris and east over the Persian border. Europeans have rarely explored this country and its primitive semi-nomadic people.

On right—

BUILDING MATERIALS FOR HOMES: A marshman paddles his canoe among the giant reeds, which are the chief vegetation of a large part of this area of Iraq. From them they build their dwellings, usually on mud islands in wastes of reeds and lagoon. The ordinary house is small and often somewhat untidy, but some of the buildings are of considerable size and are remarkable for their intricate design and excellent ornament.

RAW MATERIAL FOR BUILDING AND TRADE: A boatload of cut reeds is taken through the marshes. These bundles, which have all been cut to much the same size, will probably be employed for one of two purposes: to form the walls of reed huts or for mats, many of which are traded with the outer world.

THE MARSHMEN'S INDUSTRY: Reeds are being plaited into a mat. The finished mats are collected by trading boats which come from considerable distances.

THE FIRST STAGE IN CONSTRUCTING A together in bundles. They are form a succession of arches. The

A "TARADA" OR WAR CANOE: The craft is 36 ft. long by 3 ft. wide and its distinguishing feature is the graceful curving prow. Other vessels used in the marshes include broad-beamed transport boats. All the inhabitants are highly skilled watermen.

On right—

ANCIENT FIRE-ARMS : A tribesman examines an old muzzle-loading shot-gun. Such ancient weapons are in common use among the marshmen and are employed by them with considerable success for wildfowling.

THE STAPLE LIVESTOCK OF THE MARSH DWELLERS FROM TIME IMMEMORIAL : A herd of partially island, on which are reed huts. Settled inhabitants own from two to six of the animals marshes herd them in larger numbers. A buffalo is estimated to be worth about £25. The

MARSHMEN OF IRAQ

(*Continued from previous page*)

Faisal rules, and that what was once an area of perpetual civil war is now, owing to a tactful administration, a peaceful land whose chief dangers are not from each other but from rumours of great wealth outside their sanctuary. For primitive people the Tree of Knowledge of Good and Evil might well be rechristened the Tree of Knowledge of Good and Oil.

The earliest settlers in the marshes found it necessary to wrest a livelihood from a country in which there was little solid ground, and few materials either for shelter or food. Probably they were, as are the people now, dependent for certain necessities upon the cultivators who live outside the perimeter of the true marsh, for the *Ma'dan*, or marshmen, can grow no crop. For building materials they had to use the giant reed, *Phragmites communis*, which is the chief vegetation of a large part of the area, and it was this reed which became the life blood of the people.

Bundles of these reeds, some 25 ft. long, are cut, bound together, and stuck into the ground to a depth of some 2 ft. 6 ins., then bent over and tied to form a succession of arches which are the ribs of the marshman's house. After the horizontal bundles of reeds have been added there is an integrated structure not unlike the skeleton of a Nissen hut, which is then covered with reed matting. It has been suggested that the house of reed arches was the initiator of all arch formation in architecture, for the making of an arch is clearly simpler in plastic material than in stone or brick.

The structures vary greatly in their degree of pretension and ornament; the normal marshman's house is small and often somewhat untidy, but the perfection to which this type of building can be brought is illustrated by the guest-houses, or *mudhifs*, of the sheikhs who live on the perimeter. These are of intricate construction and considerable size, always facing towards Mecca, and are often ornamented with lattice windows at the ends.

The simple tribesman's house is usually built on a small mud island in the watery waste of reed and lagoon. Where there is no suitable island upon which to build a

HUT: Reeds about 25 ft. long have been cut from the marshes and bound stuck in the ground to a depth of some 2 ft. 6 ins. and then bent over to inevitable water-buffalo watches the progress of the building operation.

THE RIBS OF THE HUT: It has been suggested that this primitive and ancient design of reed arches in the Iraqi marshes was the initiator of all arch formation in architecture.

COMPLETION: Reeds are used for the furnishings as well as the fabric of the hut. At the far end is a buffalo shelter.

submerged water-buffalo lies in the lagoon round the mud per family. More nomadic people on the fringe of the beasts were introduced into Iraq from the East about 3500 B.C.

man-made island, it is constructed in the shallow water by heaping cut reeds and vegetation inside a staked-out perimeter until the pile has risen above water-level. These houses and villages are usually built in open water at some little distance from the nearest reed bed, for the mosquitoes in the vicinity of the reeds become insupportable in summer. While building material was thus readily available to an ingenious mind, there was originally no type of livestock in Mesopotamia suitable to this semi-aquatic life. The introduction of the water-buffalo, which is now a very important part of the marshman's economy, has been estimated by archæologists to date from as long ago as about 3500 B.C.

These animals are now so essential a part of the *Ma'dan* life that the routine of the household may be said to revolve about them. They provide both milk and

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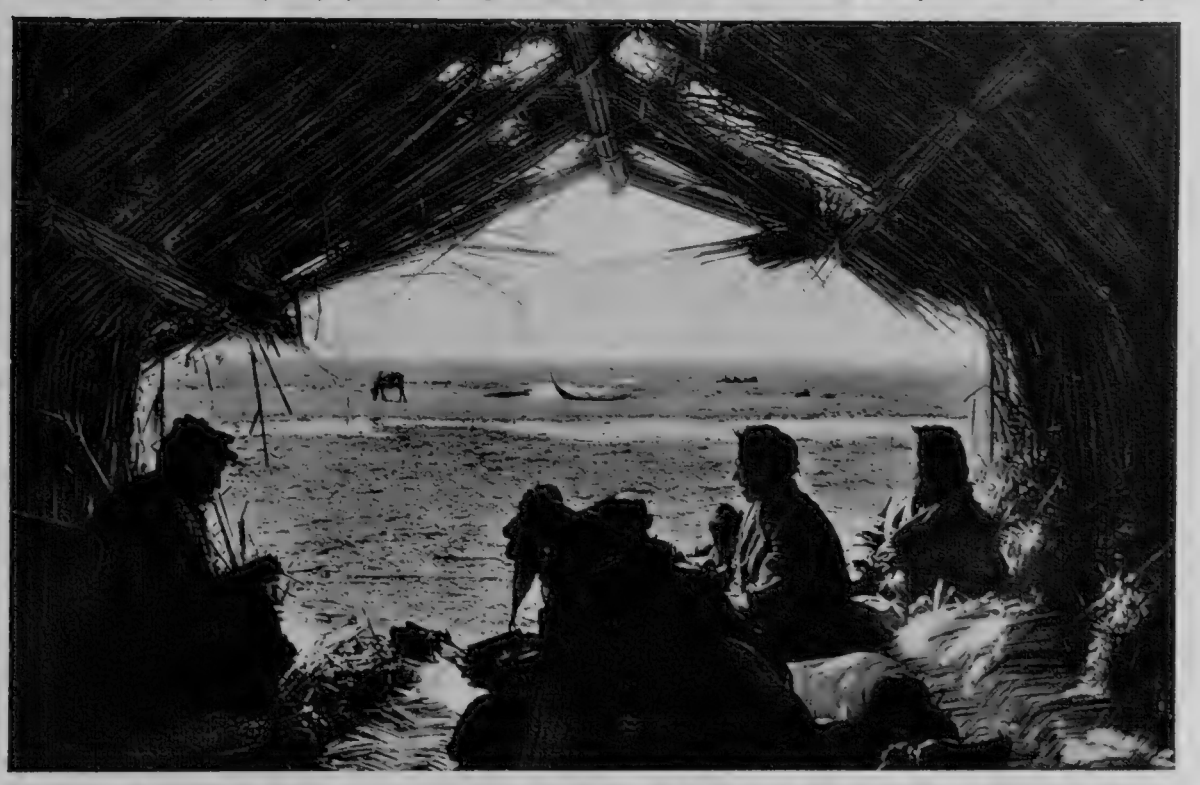
WEAPON AND PUNT POLE: The five-pronged spear held up in the small hunting canoe is a means of killing fish and also frequently employed for poling the craft.

A NECESSARY IMPORT: The bitumen-coated canoes are built on the rivers outside the marshes and traded to the tribesmen, who depend on them for transport.



WAITING FOR A CHANGE OF SCENE: Near the border between Iraq and Persia the members of a semi-nomadic family look out from their reed hut upon an endless plain of mud and pools, broken only by the shapes of their buffalo and canoe. Soon the mountain snows will melt and the view will be changed to an interminable expanse of water.

CEMENT AND FUEL: Plate-shaped pats of buffalo dung act as cement in sealing the small grain store in the foreground. Pats have also been applied to the wall of the hut at right. The buffalo dung has another vital use in providing fuel for fires.

WATCHDOGS: Every home in the marshes is guarded from theft by one or more dogs of this kind. They are savage animals who bay at all those passing near by.

A HUNTING CANOE: With water stretching to the horizon, the tribesman sits in his hunting canoe. The marsh-dwellers spear or poison fish, they never net them.

MARSHMEN OF IRAQ

(*Concluded from previous page*)

cheese; and, most important of all, they provide the only safe fuel that is available in the marshes—their dung. Reeds are an unsuitable and dangerous fuel to burn in a reed house, and buffalo dung is the staple fuel of every household. It is collected—by children or women, who are always responsible for such "unclean" tasks—shaped into plate-shaped pats, dried, and finally stacked into beehive-shaped structures of a great intricacy, much as peat is stacked in the North-West of Scotland and in Western Ireland.

Buffalo dung is also used as cement, a function scarcely less important than that of fuel, and grain stores composed of reed matting are habitually sealed and waterproofed with buffalo dung. It is also used to patch a leaking roof or to cement a reed matting cover of a house to its reed ribs. The buffalo, owing to their indispensability, have become to the marshmen almost a unit of currency, and are worth some £25 each. A man must purchase his bride for three buffalo or £75. The settled people in the marshes own from two to half a dozen buffalo per family, but at the fringes of the marsh are to be found nomadic peoples devoted to the herding of great numbers of buffalo, moving as the growth of their fodder dictates, and there a single family may own a hundred or more animals.

Besides his buffalo the settled marshman usually keeps a few chickens, one or more savage dogs who guard his house from theft; and, more occasionally, one or two sheep and dun-coloured cows. In the permanent marshes these remain for all their lives upon the buffalo platform which is attached to every house, and when the buffalo leave this platform at dawn to forage in the distant reed-beds the cattle must remain.

The ingenuity displayed in the exploitation of the natural reed growth of the marshes, together with the introduction of water-loving livestock, suggests that the settlers would have been quick also to exploit the numerous fish inhabiting their waters. It remains a puzzle that the true marshmen look upon fishing with nets as something caste-losing and almost unclean. Thus, while a net-fishing people called the Berbera lives in their midst, the *Ma'dan* regard them as inferior, and confine their fishing activities to the use of a five-pointed spear, or to the poisoning of fish with digitalis.

These methods limit their catches, and for this reason their export of marsh commodities in exchange for what they cannot produce themselves is, in the main, limited to reed matting, which is collected by trading boats moving from village to village and sometimes exporting to great distances the material which they buy.

Besides grain, there is one other absolute necessity which the *Ma'dan* are unable to produce themselves. As there is no solid land in their country—or at best a few mud islands barely large enough for a few families to settle upon—the people are dependent upon canoes or boats of one form or another for all movement, either personal or for goods. These canoes, varying in type from broad-beamed transport boats to the graceful high-prowed *taradas* which were the war canoes of the tribesmen, must be built outside the marshes upon the great rivers or their distributaries. They are bought by the marshmen in return for goods which they can produce themselves. A child learns to paddle a canoe as soon as he can walk, and one may see children who are still unsteady upon their feet practising paddling a small raft of reeds in preparation for the great skill in the handling of unstable craft which is a characteristic of every adult *Ma'dan*.

Though the impact of the West has not yet penetrated to the permanent marshes, their dependence upon the people who live on the dry land outside has during the past few years resulted in the introduction of a number of Western commodities. Thus the peddling boats which tour the villages and supply the little shops—differing in no way from any other reed hut but for the small white flag they fly—have now begun to sell such innovations as safety-pins, plastic belts and bandoliers, and bales of cheap, brightly-coloured cloth from India and Japan. These are hailed with delight by the marshmen, who so far have little knowledge that Western culture brings with it more than a few new toys.

They are a primitive people, and, in the main, a happy and content one, living much the same life as they did 3,000 years ago. But their dissolution under the enticements and increasing proximity of Western culture must now be a foregone conclusion. The Iraqi Government have announced their intention of draining the marshes. However, this will in all probability take so long to do that the culture of the marsh people will have been seduced by the blandishments of Western influence long before the marshes themselves have disappeared.

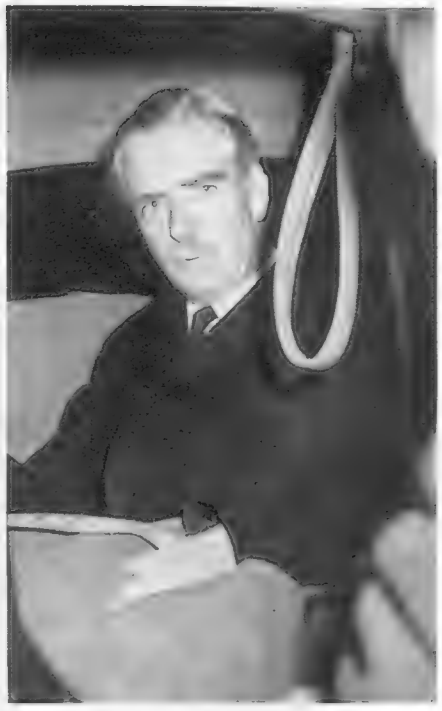
THE APPROACH TO THE MARSHES: A war canoe is manœuvred with difficulty through one of the water channels forming an intricate pattern in the cultivable land which surrounds the marshes.

On left—

SUNSET SCENE: The claw-like prow of a canoe stands out against the sunset as the craft is towed along a channel in the approaches to the marshes. In such a scene there is beauty even in a land of mud and water.

SIR ANTHONY'S REST CURE

The Prime Minister Flies to Jamaica with Lady Eden



LEAVING DOWNING STREET: Sir Anthony drives to London Airport with a rug over his knees. On the recommendation of his medical advisers he is having three weeks of complete rest in Jamaica.

Before leaving London Airport for the three-week rest cure in Jamaica advised by his doctors, the Prime Minister made a brief statement. He said that he was assured that on his return he would feel completely fit and ready to resume his duties. He had discussed with his colleagues the broad lines of policy to be pursued in his absence, during which Mr. Butler is presiding over the Cabinet. Sir Anthony and Lady Eden then took-off in the B.O.A.C.'s new DC-7C airliner *Seven Seas*. Flying by way of Bermuda, they reached Montego Bay Airport, in Jamaica, on Saturday last. There they were welcomed by Sir Hugh Foot, the Governor, and the Prime Minister declared that he was planning "to rest, rest, rest and then rest." The bungalow in which he is staying is called "Golden Eyes." It has been lent by Commander Ian Fleming and stands above the sands of a cove at Oracabessa.

"TH QUICKEST WAY TO GET WELL": The Prime Minister, with Lady Eden at his side, waves from the gangway of the B.O.A.C. airliner at London Airport before starting their flight to Jamaica. In a brief statement Sir Anthony said he was going to the West Indies because "it is the quickest way to get well."

THE ONE-STOREYED BUNGALOW WHERE SIR ANTHONY IS STAYING: "Golden Eyes" is at Oracabessa, a small banana port on the north shore of Jamaica. It has been lent by Commander Ian Fleming, the author and traveller, to the Prime Minister and his wife, who arrived there last Saturday for their stay.

AT LONDON AIRPORT: Lady Eden precedes Sir Anthony through the buildings on the way to the airliner. In the Royal Lounge they talked with a number of Ministers who had come to see them off.

NEW LOOKS FOR OLD SHAPES

New Versions of Well-Known American and British Aircraft

On right—

THE LATEST VERSION OF THE SUPER CONSTELLATION FLIES ALONG AMERICA'S WESTERN SEABOARD: This giant airliner recently completed its first test flight from Lockheed's factory at Burbank, California. The Lockheed 1649 Super Constellation is the sixth major development in the famous Constellation series, and has the greatest non-stop range of any civilian transport—6,400 miles. Over forty 1649s are on order and Trans-World Airlines plan to introduce them in their Atlantic services next year. They will be the first aircraft able to offer guaranteed non-stop trans-atlantic schedules in all weathers. The 1649 has a maximum speed of 400 m.p.h. and a cruising speed of 340 m.p.h. It is powered by four 3,400-h.p. Wright turbo-compound engines, and its wing-span is 150 ft. This is 23 ft. longer than any other type of Constellation and larger than any other transport aircraft flying. Lockheeds expect to go on producing the 1649 well into the 1960s. At a cost of about three-quarters of a million pounds each, plus their distinguished pedigree, these aircraft are generally considered an attractive proposition compared with the two to three million pounds price and the uncertain economics of pure-jet airliners.

Below—

AN ANTI-SUBMARINE AIRCRAFT WITH AN ASSURED FUTURE: A U.S. Navy Lockheed P2V-7 King Neptune flies over its hunting ground. It is powered by two jet engines housed in underwing pods and two Wright Cyclone turbo-compound piston engines. Radar is carried in the wingtip "tanks" and in the bulge beneath the aircraft's fuselage. The pointed tail cone contains magnetic submarine detection instruments. The first P2V Neptune flew in 1944 and many versions have entered service since then. The latest U.S. Navy order is for 25,000,000 dollars and this will extend production of the King Neptune until the end of 1958.

Above—

A VICKERS VALIANT IN ANTI-RADIATION DRESS: This aircraft is pictured in flight for the first time in the all-white finish now being used on Britain's tactical jet-bombers. It also has provision for flight refuelling by means of the nose "probe," which is clearly visible. Valiant aircraft with white anti-radiation finish recently took part in the British nuclear weapons tests in Australia and some Pacific islands.

On right—
THE DE HAVILLAND OTTER AMPHIBIAN MAKES ITS DEBUT: It is seen on test at the maker's home airfield near Toronto, Canada. The Otter Amphibian offers all the advantages of both the seaplane and landplane versions combined. It is likely to be particularly popular in Canada as it makes possible the loading of an aircraft at a city airport with passengers or cargo destined for some lake or river location. The amphibious gear consists of a pair of Edo seaplane floats, modified to accommodate retractable main and nose wheels. Landplane and floatplane versions of the Otter are operating in nearly forty countries over a wide range of climatic conditions such as are found in Norway, Colombia and the Philippine Islands. Users include all the American Services and the Commonwealth Transantarctic Expedition.

On left— **THE SCHOOL IN RICHMOND PARK: The classical stone façade of White Lodge, Richmond Park, looks down on pupils of the Sadler's Wells school playing in the grounds and on the steps. The Lodge now houses a grammar school run by the ballet company.**

On right— **DIRECTOR AND HEADMISTRESS: Arnold Haskell, who is the Director of the school, and the Headmistress, Miss L. M. McCutcheon, discuss the school's syllabus in the latter's study.**

YOUNG SADLER'S WELLS

The Ballet Company's School in Richmond Park, Surrey

Inside the stone walls of White Lodge, Richmond Park, Surrey, the Sadler's Wells Ballet Company has established its own private school. The house, which was the first home of the Queen Mother after she had married the late King George VI, then the Duke of York, is ideally situated for the purpose, being set among wide stretches of parklands dotted with clumps of trees. The house has been fitted out with dancing studios, dormitories and class-rooms. The school is open for children between the ages of ten and sixteen years, but only a small percentage of the many applicants are able to qualify for entrance. When a pupil reaches the age of sixteen he or she usually goes on to the higher non-residential school at Baron's Court, London. The primary outlook of the school is that of a normal grammar school with the emphasis on the usual school subjects. The teaching of ballet takes up little of the syllabus. There are 100 boarders and 50 day pupils, but only 17 of them at the moment are boys. Large numbers of the pupils at the end of their education are taken into the four ballet companies: Sadler's Wells Company, Sadler's Wells Theatre Ballet, Sadler's Wells Opera Ballet and the Covent Garden Opera Ballet.

PREPARING FOR THE BALLET CLASS: Some of the pupils at the Sadler's Wells school change for a ballet class. From left to right (in front) are Erica Beale, of South Kensington, Mascha Grimm, of Richmond (in practice tunic and headband), Caroline Southam, of Kingston, Susan Merrin, of Shiplake, Oxford, and Caroline Musk, of Kew Gardens. Behind them are Kathleen Goddard, of West Ham (with plaits), and beside her, Clare Ross, of Feltham, Middlesex. All the children mentioned are about ten years old.

A BALLET CLASS AT WORK: Under the tuition of Miss Audrey Harman, a member of the ballet staff, a class undergoes a practical lesson in the rudiments of ballet. The actual teaching of ballet occupies only a small percentage of the syllabus in comparison with other subjects.

A CORNER OF THE UPPER FIFTH FORM DORMITORY: From left to right are Glynis Evans, of Bradbury, Cheshire, Jennifer Blakebrough, of Bexley, Kent, and Gillian Orpin, of Richmond. All the girls are fifteen years old.

THE OFFER DAM TAKES SHAPE ON THE ZAMBESI: Work goes ahead on the structure which will partially block the river in the Kariba Gorge, so that the foundations can be laid of the main dam of the vast Rhodesian hydro-electric project. The size of the coffer dam can be gauged from the crane, in centre, which has a jib 70 ft. long.

KARIBA GORGE

First Stages in the Building of Rhodesia's Vast Hydro-Electric Scheme

The purpose of the ambitious Kariba Gorge hydro-electric scheme on the Zambesi River is to supply power to Central Africa and to allow the Federation of Rhodesia and Nyasaland to develop a great industrial potential. The Gorge was chosen as the site because it offered the greatest room for expansion, the biggest potential output and the cheapest source of power. Progress is now being made with the building of the first of two temporary coffer dams. These will block off part of the river so that the foundations can be sunk of a gigantic dam, which will be 1,800 ft. long, 400 ft. high, and will create the largest artificial lake in the world.

BERLIN "MOSQUE"

A NEW COMMERCIAL BUILDING OF STRANGE DESIGN IN GERMANY: This department store opened its doors recently in the Joachimsthaler Strasse in the British Sector of West Berlin. It is crowned by a cupola with glass sides, and this has led to it being nicknamed "the Mosque." The exterior walls of the building have no windows and their mosaic pattern adds to the general Oriental impression. The structure was designed by the West German architect, Professor Dustmann, of Düsseldorf. It is one of the many examples of modern buildings of unusual style which have arisen in the last few years in the post-war reconstruction of the former capital of Germany.

THE LATEST ADDITION TO THE ATOMIC REACTORS AT HARWELL: The building houses DIDO, which is the British Atomic Energy Research Establishment's first reactor to be operated in a medium of heavy water. It was formally opened last week.

FISSILE MATERIAL FOR THE REACTOR: A fuel element flask is lowered from its overhead crane to one of the apertures in the reactor. The flask brings new fuel or removes the elements already expended inside DIDO, which is the most powerful research reactor in Western Europe.

BRITAIN'S NEW ATOM REACTOR

DIDO at Harwell is the Most Powerful Device of its Kind in Western Europe

A new building not unlike a large gasometer has now been added to the numerous structures of similar kind at Britain's Atomic Research Establishment at Harwell, in Berkshire. These are the nuclear piles or reactors in which fissile materials are produced or tested.

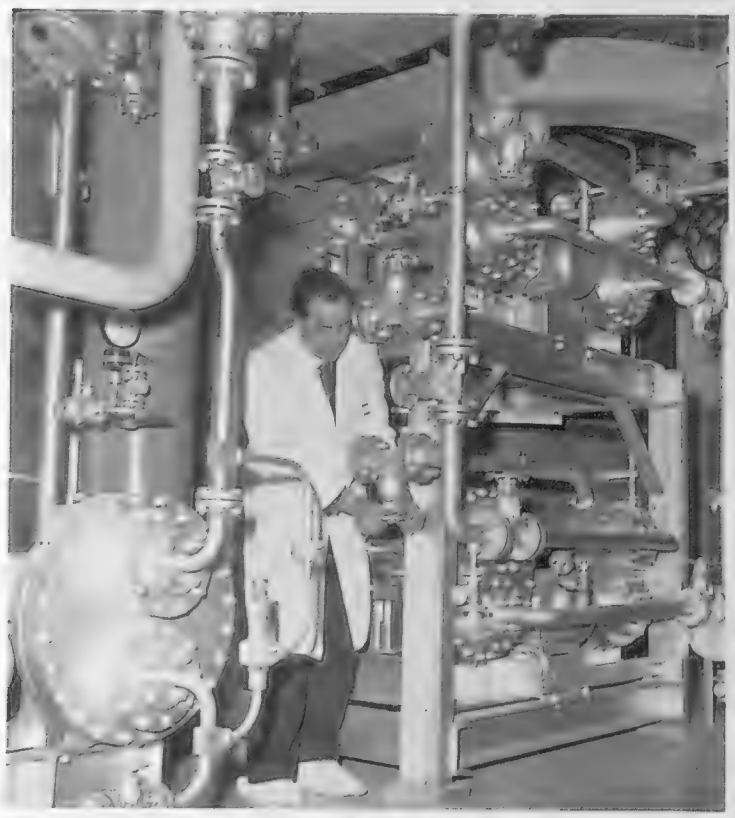
The latest addition at Harwell, like the other reactors, has been given a special nickname. It is DIDO, derived from the term D^2O, which is the chemical symbol for heavy water. DIDO is the most powerful atomic reactor for research purposes in Western Europe and is unique in Britain, for it is the first reactor of any great power to be operated in a medium of heavy water. Others have used a pure form of graphite. Heavy water is expensive—it costs about £20,000 a ton—and has hitherto not been easy to obtain. However, its employment gives the new reactor a great many advantages.

It will enable experiments to be carried out very much more quickly than in the earlier types of reactors. In fact, it is calculated that tests will be completed in a fortnight which would have taken over a year in the graphite reactor BEPO. Ideas for the planning and construction of new types of reactor can also be tested quickly. One of the great benefits of DIDO will be for medical and food hygiene purposes. Radio active cobalt equivalent to some 60 lb. of radium for use in hospitals or industry will be manufactured in it each year and fuel elements extracted from DIDO will be developed for tests on the cold sterilisation of food. The cost of building the reactor has been £1,500,000. To this figure another £200,000 should be added as representing the 10 tons of heavy water contained in the structure.

It embodies a number of original features. Helium instead of air is used over the heavy water. Within the building which houses the reactor is a most ingenious engineering device. This is a circular crane for transporting the fuel element flasks. It is believed to be the only circular crane in Western Europe. The apparatus has a twofold job. First of all it brings up to the flask, which has the appearance of a vast rocket weapon, new fuel elements from the fuel element storage area and deposits them through "manholes" into the reactor. Secondly, it takes away the used elements out of the manholes and carries them to the cooling area, a large mass of concrete in which they lie for some weeks.

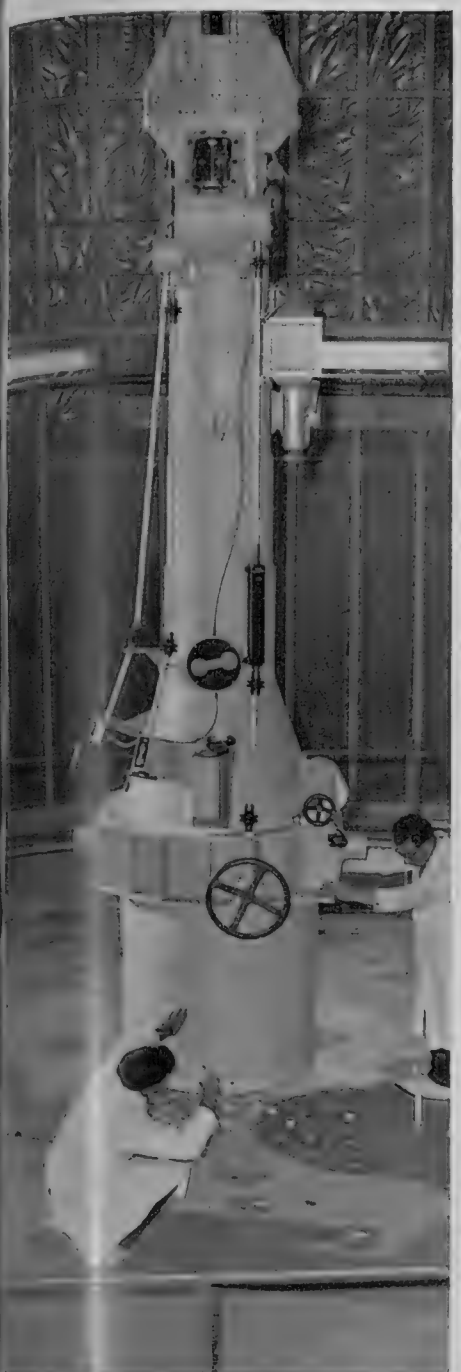
In the sides of DIDO are experimental holes which, in the words of an Atomic Energy Establishment official, "will enable physicists to play with neutron beams and other experimental matter." Complicated control systems mean that every process within the reactor can be carefully observed and controlled. On the central control panel is a small button under the single word "Scram." If it is pushed it will set off warnings of danger, including loud hooters, indicating that everyone should leave the building as quickly as possible. Inside, rain will start falling to wash away any nuclear poisons which may be escaping into the atmosphere, airtight doors will be shut and the reactor will be completely sealed from the outside world.

However, it should be added that records to date at Harwell show that work in atomic industry is safer than in some of the conventional industries. All those present had ample opportunity to observe this when DIDO was formally opened last week by Sir Cyril Hinshelwood, F.R.S., the President of the Royal Society. Altogether there could be little doubt that the occasion marked another step forward in Britain's atomic development.

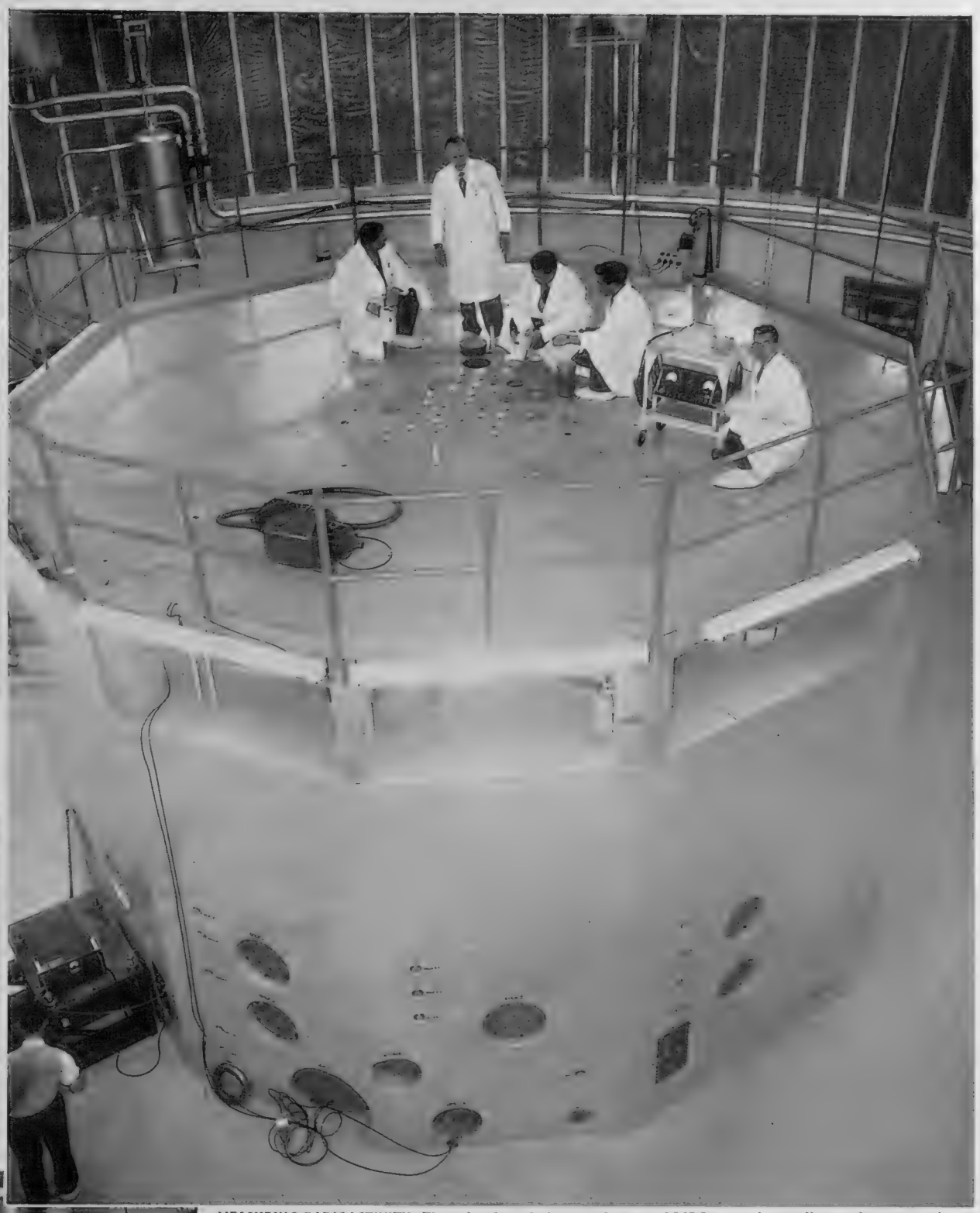


THE BASIS OF A NEW DEPARTURE IN BRITISH ATOMIC RESEARCH: A Harwell technician operates the valves in the complex of pipes carrying the heavy water which makes DIDO the first British reactor of its kind.

MEANS OF ESCAPE: One of the emergency escape exits is demonstrated inside DIDO. This would be used if a warning were flashed that there was any likelihood of immediate danger from radioactivity.



A UNIQUE APPARATUS: The unit which looks like a rocket and transports the fuel element flask round the reactor from the storage blocks and to the cooling area is believed to be the only circular crane in Western Europe.



MEASURING RADIOACTIVITY: The scientists sitting on the top of DIDO are using radio monitors to estimate the radioactivity coming from the summit of the atomic reactor. In the walls of DIDO in the foreground are numerous experimental holes which enable physicists to test and investigate neutron beams and other allied phenomena. Britain's latest atomic research reactor has been given its nickname from the term D^2O, which is the scientific classification for the heavy water molecule.

THE HELIUM CIRCUITS: Within these pipes is helium, which is used in conjunction with the heavy water and is another original feature of the new reactor at Harwell. The production of radium equivalent will also result from DIDO.

THE CONTROL ROOM OF DIDO: The central plan at the top of the wall shows the general layout of the reactor. The charts below indicate the working power. Above the instruments in front of the seated operator is a button marked "Scram," to be pressed as an urgent danger warning in the event of emergency.

SAVING LIVES AND SAVING PETROL

The Secretary of the A.A. Appeals for Safety Features; How to Save Petrol by Driving with Care, or by Using a Moped, Scooter or Three-Wheeler; The Standard Vanguard Sportsman

By "THE SPHERE" MOTORING CORRESPONDENT

MR. K. L. KELLY, secretary of the Automobile Association, made a speech the other day that deserved wider publicity. He was speaking at a gathering of the Insurance Institute of London. The title of his lecture was "A Motorist Looks at his Policy." In it he made a strong plea for more "built-in" safety features on cars.

Making it clear that he was speaking personally, and that he was not necessarily stating A.A. policy, Mr. Kelly said he was very disappointed that the powerful insurance world did not seem able to play an influential part in the development and design of motor vehicles.

Insurance people, he said, had accumulated an abundance of evidence on the increasing cost of meeting claims that were the result of certain design features. Body design, for instance, had had a very big influence on the present high cost of carrying out minor repairs. Even more serious was the fact that the average modern car was bedevilled by features likely to cause personal injury in the event of a collision. Seats were not firmly enough anchored and came adrift on impact. Door handles and instrument controls were often of a design which was certain to aggravate injury. Steering columns were poised to pierce the driver's chest.

How much better it would be, said Mr. Kelly, if built-in safety features could be stressed in car advertisements instead of high top speeds. He thought the present emphasis on maximum speed in the sales policy of car manufacturers was doing a disservice to the motoring public.

He appreciated, of course, that the maximum speed of a car was a means of measuring its steering, road-holding, acceleration, engine life and safety. But non-motorists were inclined to run away with the idea that a man who bought a 100 m.p.h. car did so because he wanted to travel at that speed. Motorists surely had enough restrictions and regulations already, but they might have only themselves to blame if public opinion insisted on others, through the belief that every motorist wanted to drive at 70, 80 or 100 miles an hour.

Mr. Kelly touched on another important point when he criticised the insurance companies' practice of charging more or less for a premium according to the area in which the car was normally kept. "If there has to be a discrimination between one group and another," said the A.A. secretary, "surely it should be based on claims experience as related to individuals rather than upon arbitrary lines on a map."

Under the present system, motorists who lived in an "expensive" zone had to pay a higher premium, even when most of their motoring was done in a cheap zone. The present system took no account of comparative annual mileages or the types of journey and the roads involved. When Britain was given modern roads, including motorways, they would materially change the general road accident pattern and this, in turn, must surely affect the present system of area discrimination in regard to premium rates.

Mr. Kelly appealed for more attractive no-claim bonuses, especially if premiums had to be raised above their present level.

Petrol rationing is Talking Point No. 1 among motorists everywhere. From December 17, a rationing system allowing about 200 miles a month per car is to be instituted. This is generous compared with the old "basic" ration, but at a time of national crisis like the present, it is surely up to every motorist, to use as little petrol as he possibly can, especially on pleasure motoring. He should also do all he can to squeeze as many miles as possible out of every gallon of petrol.

There are two main ways of doing this: by keeping the car in first-class mechanical order and by driving moderately. See that your plugs are clean and that your ignition system is otherwise in good order. Advance the spark as far as it will possibly go without pinking under load. Make sure the brakes are properly adjusted and that the tyres are correctly inflated. See that the hub bearings are well lubricated so that the car rolls freely, without expensive friction drag. Drive at less than your normal cruising speeds. You go farther on a gallon of petrol that way, apart altogether from the petrol you save by not having to do so much heavy braking. And accelerate gently. Let the other chap beat you hollow at traffic-light get-aways if he wants to.

A DISTINCTIVE STANDARD: The Vanguard Sportsman has a radiator which distinguishes it from the normal Vanguard. It also has greater acceleration, which adds to safety if used skilfully.

With petrol rationing looming, the Motor-Cycle Show, with its bewildering array of mopeds, scooters, three-wheelers and lightweight motor-cycles, had a special interest this year. British and Continental firms offered cheap personal transportation in a wide variety of forms.

The most inexpensive of the lot were the mopeds—powered bicycles—with their amazing little two-stroke engines of 50 cc.—only a fortieth the size of, say, the Standard Vanguard's 2-litre engine. Some of these give more than 150 miles to the gallon. Next in the price range and in running cost are the scooters, with their ease of control and excellent protection against weather and engine grime.

In both these fields—mopeds and scooters—the British manufacturers have rather let their Continental rivals "get away with it," though there are now a few excellent British designs of both types helping to stem the invasion from Germany, Italy and France. The new Hercules mopeds are first-class; and in the realm of the scooter Britain is ably represented by, among others, the B.S.A. Dandy, the Piatti (named after its Italian designer but conceived and built in Britain), the new Sun Geni and the big, luxury Dayton Albatross.

I mention these machines because more and more motorists who cannot afford a second car are buying mechanised two-wheelers for shopping and other short local journeys. When we come to the three-wheelers we are approaching the threshold of real motoring, and we think immediately of the Bond Minicar, which has been in production now for eight years. Its well-tried Villiers two-stroke engine gives a petrol mileage of about 80 to the gallon and the annual tax is only £5.

Other practical British tricars—if the name does not sound too old-fashioned—include the Reliant Regal, which has had its face lifted and which comes closer perhaps than any other tricar to giving the performance of a four-wheeler.

The rear-engined A.C. Petite is another three-wheeler which has proved itself over the years, and a Show-time price reduction of £30, including tax, has made this product of a famous British car firm even more attractive. Foreign firms were strongly represented in the three-wheeler class, outstanding exhibits being the Messerschmitt, the Heinkel Cabin Cruiser and the little egg-like Bruetsch.

Now back to the bigger chaps. . . . Let's take a look at the latest Standard: the Vanguard Sportsman. Here is a car that more than lives up to its name. They have coaxed a lot more power out of the 2-litre Vanguard engine by the use of twin carburetters and a higher compression ratio. With the help of an overdrive unit which is fitted as standard and operates on top and middle gears the top speed (saving your presence, Mr. Kelly) is nearly 100 m.p.h. More important (as Mr. Kelly would agree) is the punchy acceleration; a real safety feature when the car is driven properly.

The Sportsman has a radiator which distinguishes it beyond all doubt from the "standard" Vanguard, and its equipment is on a lavish scale. There are an electric clock, a cigarette-lighter, crash pads on the facia, and interior lights which come on when you open any of the doors. Real hide is used for the seats and door linings, there is a deep pile carpet, and there are special ducts which feed hot or cold air into the back compartment for the benefit of the rear-seat passengers. Attractive twin-tone colour combinations are offered.

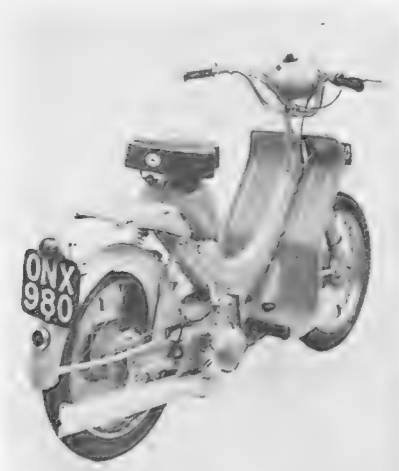
The Sportsman costs £1,231 7s., including tax. A big point in its favour (as on the ordinary Vanguard) is the provision of synchromesh on bottom gear.

Latest supporter of the idea that a modern road network in Britain should be financed out of a big public loan fund is Sir Gurney Braithwaite, former M.P. and one-time Parliamentary Secretary to the Minister of Transport.

Speaking at Newbury, Wilts, as president of the Sand and Gravel Association of Great Britain, Sir Gurney called on the Government to raise a public loan of £750,000,000. It should be repayable over thirty years, he said, and interest and sinking fund payments should come out of existing motoring taxation.

Such a loan, said Sir Gurney, would be speedily oversubscribed. "I am sure," he said, "that some Chancellor, some day, will come round to my way of thinking." I have yet to hear a valid argument against this plan for a big public loan to make possible an immediate, coherent and continuous programme of road construction.

There was special interest in this year's R.A.C. veteran car run from London to Brighton. It is sixty years since the original Emancipation Run was held to celebrate the passing of a law which, in a very limited sense, gave horseless carriages the "freedom" of the roads. Up to 1896 the law had still required all motor vehicles to be preceded by someone on foot, though it was no longer necessary for him to carry a red flag. It is difficult to understand why, but before the cars set out for Brighton on the Emancipation Run, a red flag was symbolically torn up. The chairman of the Royal Automobile Club, repeated this ceremony at Brighton at the end of this year's Run.



HOW TO SAVE PETROL: Three-wheeled cars, motor-scooters and "mopeds," or lightweight motor-cycles, have become more and more popular as petrol increases in price. Now, with petrol increasing in scarcity as well as in price, people who cannot run a second car are buying this class of vehicle for short local journeys. The three main types are (*on left*) a British scooter, the B.S.A. Dandy; a three-wheeled car, the A.C. Petite, and (*on right*) a moped, the Mk. 2 Hercules Her-cu-Motor.

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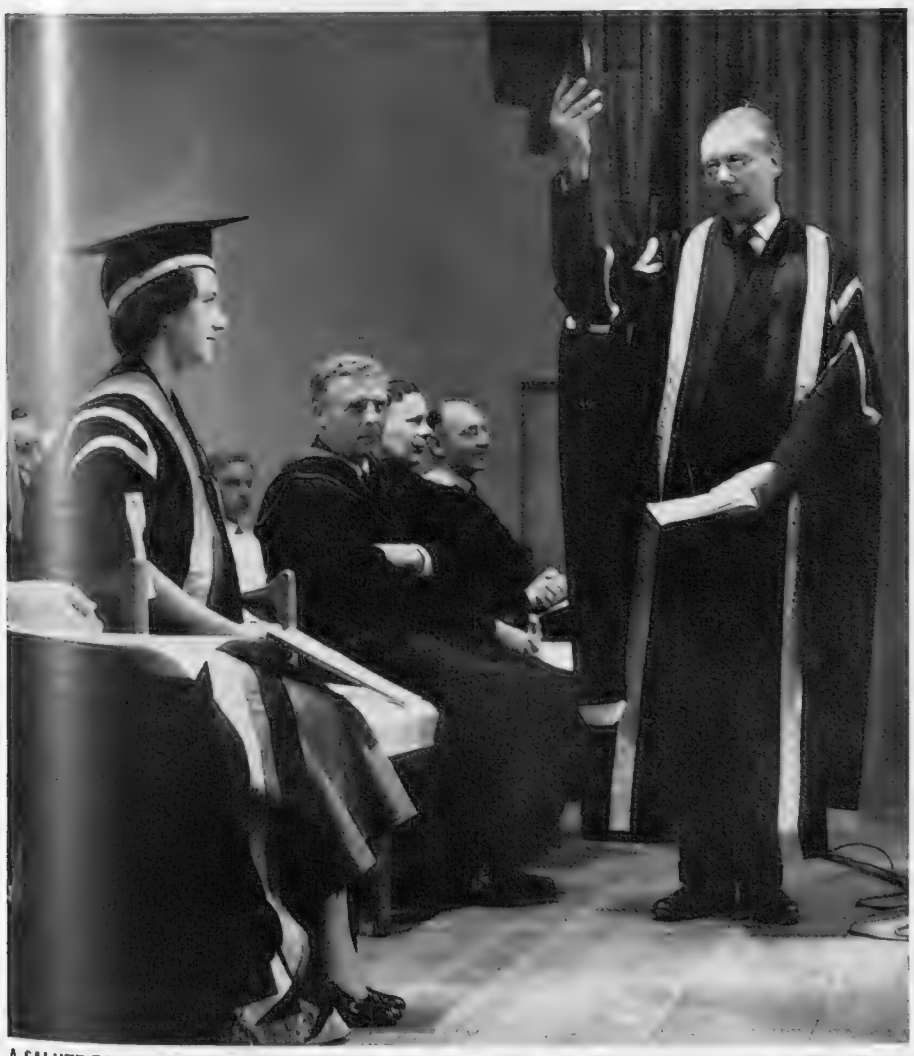
PORTRAITS OF THE QUEEN

Exhibits in London; and Recent Royal Engagements

THE QUEEN CELEBRATES THE NINTH ANNIVERSARY OF HER MARRIAGE: She is leaving the Haymarket Theatre, in London, after attending a performance of *The Chalk Garden*. Her Majesty sat in the front row of the Dress Circle. In Australia the Duke of Edinburgh attended a ministerial dinner in Canberra's Parliament House.

STUDY FOR A PORTRAIT OF THE QUEEN: It is the sketch by Sir William Hutchison for the portrait in the Merchants' Hall, in Edinburgh, and is on view at the sixty-third annual exhibition of the Royal Society of Portrait Painters at the Royal Institute Galleries, in London. The Queen has been portrayed in the robes of the Order of the Thistle.



A SALUTE FOR PRINCESS MARGARET: Sir George Barnes, the newly-installed Principal of the North Staffordshire University College, Keele, salutes the Princess, who had performed the ceremony. Princess Margaret was installed as President of the college in June. She told the members at last week's ceremony that they had at their head a man who would give them wisdom, energy, high principles and courage. Sir George was formerly Director of B.B.C. Television.

ROYAL SPLENDOUR: This is the State portrait of the Queen by James Gunn, the Society's President. On the table are the Imperial State Crown and the Royal Sceptre. Another portrait of the Queen in the exhibition of the Royal Society of Portrait Painters is by A. C. Davidson-Houston. It was commissioned by the Royal Welch Fusiliers, of which the Queen is Colonel-in-Chief.

The World of Books—By VERNON FANE

TRAVEL AND ADVENTURE

Experiences from the Arctic Circle to South America; and some New Novels set in a Variety of Foreign Backgrounds

IT is a mysterious but true thing that there are general trends in writing—or, rather, in the subjects of writing—as compulsive and inexplicable as the course of the lemmings or the migration of birds. Some years, everyone seems to start writing about Chopin and the Romantic Period; other years every second book you pick up appears to be about a brave and prolific pioneer; in yet other years you can hardly move for books explaining the process of making heavy water. You pay your money but you don't necessarily take your choice. The authors, with some magical, prescient, batlike antennæ of their own, have already made *their* choice.

This week, for instance, the theme is travel, in general books and novels alike. First of all, there is Sir Arnold Lunn's book of memoirs which touches on physical as on spiritual experiences and is set in England, in France, in Switzerland, in Germany and in America. MEMORY TO MEMORY (Hollis and Carter. 21s.) covers at least fifty years of social changes and developments, and it is a book so full of zest for life, for Catholicism and for mountains that the reader is in a fair way to being bewildered by it all. It is probable, though, that his puzzlement will be less than his enjoyment because there is something quite infectious about enthusiasm, even when it is directed at a target beyond one's comprehension or sympathies.

In the course of one of his chapters, which refer to such unrelated phenomena as Field-Marshal Montgomery and Dr. Joad, Sir Arnold Lunn mentions Mrs. Underhill, an American mountain climber of his acquaintance. Mrs. Miriam Underhill is the author of another book I have read this week, GIVE ME THE HILLS (Methuen. 25s.), a survey of her life as a mountaineer in Europe and the United States and a reminder to most of us never to underestimate the power of a woman. The author describes some hair-raising feats up and down icy, rocky peaks, precipices and crevasses. Her light-hearted treatment of her exploits should not be allowed, for one single paragraph, to divert the reader from the facts that she is a very brave woman, a very tough one physically and one with a full share of humour. I envy her the delight she has so evidently had from her climbs and her ski-ing. That so few of us could do as much shouldn't deter us from enjoying an armchair version of her adventures.

THE LAST KINGS OF THULE (Allen and Unwin. 21s.) takes us even further afield with M. Jean Malaurie's account of his experiences at the most northerly point of the world: a region where the Eskimos lived peacefully and, Heaven knows remotely, until the landing of thousands of American engineers who arrived to build an immense air base. At this the Eskimos made off even further north and nearer to the Pole, and M. Malaurie, who lived with them and observed them in friendship and some admiration, has written of their history as of their adaptation to a new world. His is a scholarly and sympathetic book.

Mr. Gordon Langley Hall visited a different tract of the frozen north, for his assignment was to Gull Bay, in northernmost Canada, to be the English teacher to a group of North American Indians. He was young when he started on this project, if nineteen years of age is still considered young, and he had some preconceived ideas which were, to put it mildly, doomed. ME PAPOOSE SITTER (Hutchinson. 18s.) is often hilariously funny and consistently unconventional. It describes an uncomfortable job at one of the ends of the earth, and it manages to make it, if not enviable, at least attractively lively.

"SOUS LES TOITS DE PARIS": This study by a Swiss photographer, Gertrude Fehr, is taken from *Photograms of the Year, 1957*, an annual review of the world's photographic art, published in this country by Iliffe and Sons Ltd. at 18s. 6d. The selection is introduced by A. L. M. Sowerby, B.A., M.Sc., F.R.P.S., President of the Royal Photographic Society.

ANIMAL SAFARI (Methuen. 25s.) contains some really magnificent photographs of game in South-West Africa, four of the shots in colour and the other forty-odd in clear-cut black and white. To single them out for praise is by no means a sly criticism of the text, since Professor Lutz Heck is responsible for both. He has been for many years Director of the Berlin Zoo, and on the voyage described in this book was collecting practically a Noah's Ark load of wild animals, besides busying himself with his cameras. The translation from the German is by Mr. Oliver Coburn.

H.M.S. THULE INTERCEPTS (Elek. 18s.) is scarcely a travel book but, since it is a further volume of Mr. Alastair Mars' own exploits with his crew and submarine during the last war, it inevitably covers a lot of ground. That ground includes—if I may be allowed the paradox—a great deal of sea, in this case the Indian Ocean, the Java Sea and some of the more lethal stretches of equatorial waters in the Far East. Mr. Mars is, as we know, a submariner and his craft, *Thule*, with its complement of officers and ratings, plays at least as important a part in his book as his own decisions as a commander. I found the book of enormous interest.

Ships, aircraft, travel and foreign parts in general still appear in this week's novels, as witness, for instance, Mr. Douglas Fairbairn's study of young Americans on a yacht in Cannes. A MAN'S WORLD (Heinemann. 10s. 6d.) is *not*, however, a tale of gilded youth, for the eight principal characters are members of the crew of a yacht with an unpredictable owner. This little story has the indefinable quality which is best described by that overworked word, charm.

BREAKAWAY (Cassell. 13s. 6d.), a first novel by Mr. Walter W. Depew, is concerned with a pilot who comes out of the war with a lot of flying experience and little else, gets tied up with smugglers, and so conducts his affairs that he soon has both the gang and the Customs men on his trail. Quite exciting, if untidily written.

LAURIAN AND THE WOLF (Macmillan. 13s. 6d.) is one of those triangular novels—man, wife and other man—which are written with such lightness and natural grace that the reader is almost mesmerised into thinking them significant, when the only significance lies in the fact that the author can write well. Miss Dorothy Wright has a deft hand with her newly-weds and their story is light and agreeable.

Miss Mary Westmacott illustrates a pet theory of mine that to be a first-rate thriller writer is to have the elements of a good "straight" novelist. THE BURDEN (Heinemann. 15s.) is good proof of this, because it is a story not of crime, but of conflicting emotions and loyalties, and also because "Mary Westmacott" is only a pen name for Miss Agatha Christie, to whom readers hardly need an introduction. In the less exacting but more formal mood of a contemporary novel, this distinguished author does very well for herself.

WHISKY JOHNNY (Harrap. 11s. 6d.) is a tale of the sea by one who, to put it colloquially, knows his stuff. Mr. Chris McManus writes about an unwieldy craft called a hopper-barge and about the down-on-his-luck captain who contracts to sail it from Glasgow to Formosa. Tough and salty, as one would expect, but with some original turns of phrase to take it out of the ordinary.

DEATH IN ANOTHER WORLD (Putnam. 13s. 6d.) would seem melodramatic and improbable if one didn't pause to reflect, for roughly the millionth time, that fact was so much stranger than fiction. This novel, by Mr. Robert Cross, is set in a remote valley in the Andes. It is this background, faithfully and minutely described, that gives the novel what authority it possesses.

Miss Winifred Duke has done the reader proud in the matter of quotations, for she prefaces her newest novel with no fewer than seven, culled from such masters as Dickens, Isaiah, George Herbert, and, most relevantly, R. L. Stevenson and Lloyd Osbourne, who between them wrote: "Murder ain't genteel, it ain't easy, it ain't safe and it tykes a man to do it. 'Ere 's the man." THE DANCING OF THE FOX (Robert Hale. 12s. 6d.) has, in the best sense, an old-fashioned quality to it, and by that I imply solid construction and logical conclusions. I found it, even in its more dramatic moments, quite soothing.

The one thriller of the week is REBECCA'S PRIDE (Eyre and Spottiswoode. 10s. 6d.), by Mr. Donald McNutt Douglass. It is about murder and other forms of uncharitableness in the Virgin Islands of the present day. Recommended as much for its finely conveyed atmosphere as for its intricate plot.

BULLRING HEROES

An Aficionado Surveys his Idols

THE MAGIC WORLD OF THE BULLFIGHTER (Burke Publishing Company. 25s.) is by Antonio Diaz-Cañabate, who is, we are told, the most knowledgeable *aficionado* (bullfighting fan) in Spain. He deals with the heroes of the ring in the same way that the average Hollywood columnist chooses to deal with the stars of the cinema. The author is an ardent picker-up of gossip trifles, and an insatiable collector of facts and fancies regarding the modern master-matadors. He parades it all with abundant enthusiasm and a certain naïveté. Nevertheless, this is a most compelling book, and even the reader who has never seen a bullfight (not even in a film) may find himself succumbing to its fascination.

It deals in the main with four great personalities of the modern bullring. The first is Juan Belmonte, next comes Domingo Ortega, then Manolete, and finally there is Louis Miguel Dominguin, the star of the '50's. One's reactions to this book must presumably depend on one's attitude towards bullfighting.

The scholar is nearly always an adventurer in a specialised sense, but it is rarely enough that the adventurer is a scholar. In the wilds of North America during the seventeenth and eighteenth centuries there were notable exceptions, the priests who went out with the first French colonists not only ministered to the needs of the colonisers, but also engaged in missionary activity among the native inhabitants of the new lands. The fact that most of these missionaries were bound by rule to provide their superiors with written reports of their work led to the compilation of a vast library of factual evidence, a representative choice from which was published in 1926 under the title *The Jesuit Relations and Allied Documents 1610-1791*. Now selected and edited by Edna Kenton, and with the original historical introduction by Reuben Thwaites, BLACK GOWN AND REDSKINS (Longmans. 25s.) makes its most welcome appearance. It is a notable source book of early North American history.

Since the nineteenth century architects, technicians and builders have not had such an opportunity to exercise their skill in urban planning for the well-being of their fellow men as they enjoy to-day in London and in the other blitzed cities of Britain. Contemporary planning is a vastly complex but widely accepted technique, and it is yielding great dividends in human comfort and enhanced amenities. Therefore, it is not out of place that we should take a long backward glance and an overall view of the task in TOWN-BUILDING IN HISTORY. The author, Frederick R. Hiorns, F.S.A., F.R.I.B.A., member of Hellenic and Roman Societies and sometime Chief Architect of the London County Council, is a man with technical knowledge and experience. His book (published by Harrap at 65s.) runs to over 420 closely reasoned, well-illustrated pages, starting with planning procedure in the early days of Crete, Egypt and Mesopotamia. Mr. Hiorns writes lucidly and well. He accepts along with the rest of us that the destiny of cities is incalculable, and that no one man can expect to implant a whole pattern for the future. Each must make his individual contribution.

Few cartoonists have ever captured the public imagination for so long as David Low, a professional commentator upon the world scene with an almost fanatical regard for his own independence and an unsurpassed sureness of touch. In LOW'S AUTOBIOGRAPHY (Michael Joseph. 30s.) the great cartoonist tells the story of his life. Not the least part of it is the story of his private war against dictatorship, and of how and why his works were banned in Italy and Germany. This is a most diverting autobiography written with modesty, but with all the gusto that we associate with Low.

E. S. Turner has written a lively social study of that strange character the British officer (naval and military) from 1600 to 1956. In late Stuart times he was a man with a personal stake in the country, in Georgian times he might even be a schoolboy. To-day he may even be a conscript. Mr. Turner has handled his wealth of material with wit and discrimination. He calls his book GALLANT GENTLEMEN (Michael Joseph. 18s.), and has certainly found most of the highlights in a rich, full-blooded history.

Wyndham Lewis's *The Human Age* is now being reprinted and most welcome it will be. In Book One, CHILDERMASS (Methuen. 25s.) the Bailiff, perhaps Mr. Lewis's most extraordinary creation, makes his appearance holding court among the half-baked creatures, recently dead, who come to him clamouring for eternal life. This is irresistible stuff.

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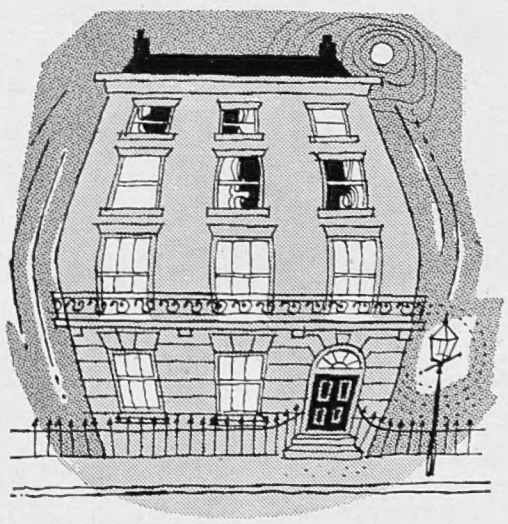

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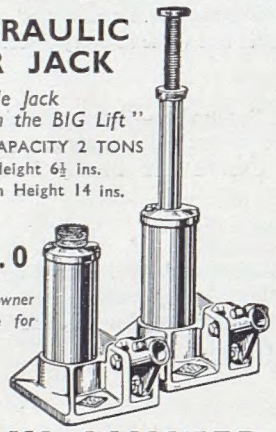

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